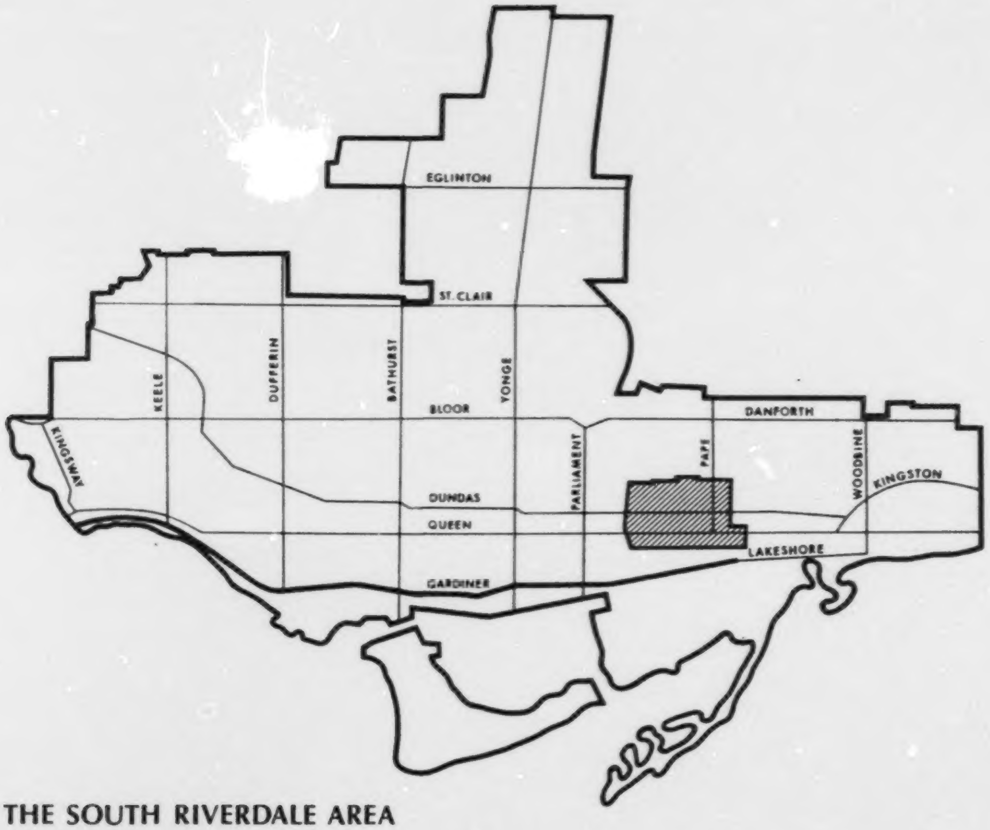
# SOUTH RIVERDALE

## OFFICIAL PLAN PROPOSALS: PART II

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT
STEPHEN G. McLAUGHLIN, COMMISSIONER JULY 1984

84- 4002 /


EGLINTON
ST. CLAIR
KEELE
DUFFERIN
BATHURST
YONGE
BLOOR
DANFORTH
KINGSWAY
PARLIAMENT
PAPE
WOODBINE
KINGSTON
DUNDAS
QUEEN
LAKESHORE
GARDINER

THE SOUTH RIVERDALE AREA
IN THE CITY CONTEXT

# SOUTH RIVERDALE

## OFFICIAL PLAN PROPOSALS: PART II

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT
STEPHEN G. McLAUGHLIN, COMMISSIONER JULY 1984

## CONTENTS

1. INTRODUCTION

1.1 Purpose of the Study 1
1.2 The Study Area 1
1.3 Towards a Neighbourhood Plan: January 1977 3
1.4 Preparation of the Plan 3
    1.4.1 South Riverdale Citizens' Advisory Group 4
    1.4.2 Industrial Survey 4
1.5 Organization of the Plan 4

2. HISTORY AND DESCRIPTION

2.1 History 5
    2.1.1 Early Growth 5
    2.1.2 Extension of Public Transit 6
    2.1.3 Industrial Development 6
    2.1.4 Residential Development 8
2.2 Present Day Physical Characteristics 8
2.3 The Surrounding Area 9
2.4 Social and Demographic Characteristics 9
    2.4.1 Population 13
    2.4.2 Ethnic Composition 14
    2.4.3 Income 17
    2.4.4 Employment 18
    2.4.5 Education 21
    2.4.6 Occupation 21
    2.4.7 Mobility Rates 22
    2.4.8 Age Structure 23

2.5 Existing Official Plan and Zoning 25

2.5.1 Official Plan 25

2.5.2 Zoning By-law 25

3. ANALYSIS AND POLICY CONTEXT

3.1 Housing 31

3.1.1 Description 31

3.1.2 Deconversion 33

3.1.3 Housing Production 34

3.1.4 City Policy with Respect to Housing 38

3.1.5 Infill and Conversion 39

3.1.6 Residential Improvement Programs 42

(i) Residential Rehabilitation Assistance Program (RRAP) 42
(ii) Ontario Home Renewal Program (OHRP) 43
(iii) Termites 43
(iv) Energy Conservation Community Outreach (ECCO) 47

3.2 Industry 47

3.2.1 Introduction 47

3.2.2 Method 48

3.2.3 Description 49

3.2.4 Employment Characteristics 53

3.2.5 Employee Characteristics 57

3.2.6 Floor Space 60

3.2.7 Rental Rates 62

3.2.8 Likes and Dislikes 63

3.2.9 Linkages 65

3.2.10 Movement and Transportation 66

3.3 Retail Activities 69

3.3.1 Description 69

3.3.2 The Commercial Areas 73

(i) Queen-Broadview 73
(ii) Queen-Broadview - C.N.R. Tracks To Leslie Street 75
(iii) Gerrard Street 77
(iv) Gerrard Square 79
(v) Riverdale Plaza 79
(vi) Other Retail Areas 80

3.3.3 Assessment of Retail Activities 80

3.4 Office Activities 82

3.4.1 Description 82

3.4.2 Assessment of Office Space 82

3.5 Community Services and Facilities 85

3.5.1 Introduction 85

3.5.2 Neighbourhood Improvement Programs 86

3.5.3 Existing Services 89

3.5.4 Analysis of Community Services and Facilities 93

3.6 Traffic, Parking and Transit 95

3.6.1 The Road System 95

3.6.2 Parking 95

3.6.3 Transit 97

3.6.4 GO-ALRT and Relief Line 100

4. PRINCIPLES AND OBJECTIVES

4.1 Introduction 101

4.2 Housing 103

4.3 Industry 104

4.4 Commerce 105

5. DETAILED PROPOSALS

5.1 Introduction 108

5.2 Low Density Residence Areas 109

(i) Official Plan Proposals 109
(ii) Zoning 112

5.3 Restricted Industrial Areas 114

(i) Official Plan Proposals 114
(ii) Zoning 116

5.4 Low Density Mixed Commercial-Residential Areas 116

(i) Official Plan Proposals 116
(ii) Zoning 118

5.5 General Use Areas 120

(i) Official Plan Proposals 120
(ii) Zoning 121

5.6 Community Services and Facilities 122

5.7 Traffic, Parking and Transit 122

6. SUMMARY OF RECOMMENDATIONS

Section I: Part II Official Plan Policies 124

Section II: Amendments to the Zoning By-law 135

Section III: Other Actions 136

MAPS

1.1 Boundary of Study Area 2

2.1 Historical Patterns 7

2.2 Surrounding Area 10

2.3 1981 Census Tracts 11

2.4 City of Toronto Percent Change in Population 1976-1981 15

2.5 City of Toronto Percent Change in Real Household Income 1971-1981 19

2.6 City of Toronto Percent Change in Population Under 15 Years of Age 1976-1981 24

2.7 Official Plan Part I Generalized City Plan: Land Use 26

2.8 Official Plan Part I Excerpt from Map 3: Areas of Permissible Commercial and Industrial Use 27

2.9 Existing Zoning 29

3.1 Potential Sites for Residential Infill 41

3.2 City of Toronto Termite Growth and Distribution: Composite Pre: 1965 Situation 44

3.3 City of Toronto Termite Growth and Distribution: Composite Situation to December 1970 45

3.4 City of Toronto Termite Growth and Distribution: Composite Situation to December 1982 46

3.5 Areas of Industry: C2, C3 and C4 Districts in Study Area 50

3.6 Location of Major Three Industrial Activities in South Riverdale 52

3.7 Industrial Location and Employment (1981) By Firm Size 54

3.8 Commercial Areas 72

3.9 The South Riverdale Neighbourhood Improvement Programme Area Showing Location and Expenditures 87

3.10 Local Community Facilities 90

3.11 Road Network 96

3.12 Transit Service 99

5.1(A) Proposed Official Plan Designations 110

5.2(B) Proposed Zoning 111

5.3(C) Height Districts 115

5.4 Site Plan Control Areas 119

TABLES

2.1 Population of South Riverdale 1951-1981 14

2.2 Income 17

2.3 Average Family Income 18

2.4 Unemployment Rates (1981) 18

2.5 Aggregated Occupational Categories 22

2.6 Percent of Population Changing Place of Residence 23

3.1 Percent Owner-Occupied, Private Dwellings (1971-1981) 33
3.2 Tenant-Occupied Dwelling Units (1971-1981) 33
3.3 Inventory of Assisted Housing 36
3.4 Housing Construction - South Riverdale (1978-1982) 37
3.5 Potential Sites for Residential Infill 40
3.6 Industrial Firms and Employment 51
3.7 Labour Projections for Firms in South Riverdale 55
3.8 Sectoral Characteristics of Industries 59
3.9 Industrial Earnings in South Riverdale 60
3.10 Net Floor Space Requirements for South Riverdale Industries Based on Projections 61
3.11 Five Year Industrial Floorspace Projections for South Riverdale 61
3.12 Advantages of South Riverdale Location 64
3.13 Disadvantages of South Riverdale Location 64
3.14 Movement and Transportation Identified as a Problem 66
3.15 Vehicle Movement 67
3.16 Road Vehicle Movements 67
3.17 Employment in Retail and Service Activities 70
3.18 Floor Area Devoted to Various Retail Uses 71
3.19 Floor Area Devoted to Office Uses 83
3.20 Employment by Office Type 84
3.21 Parks and Other Outdoor Recreation Space 92
3.22 Inventory of Parking Spaces in South Riverdale 95

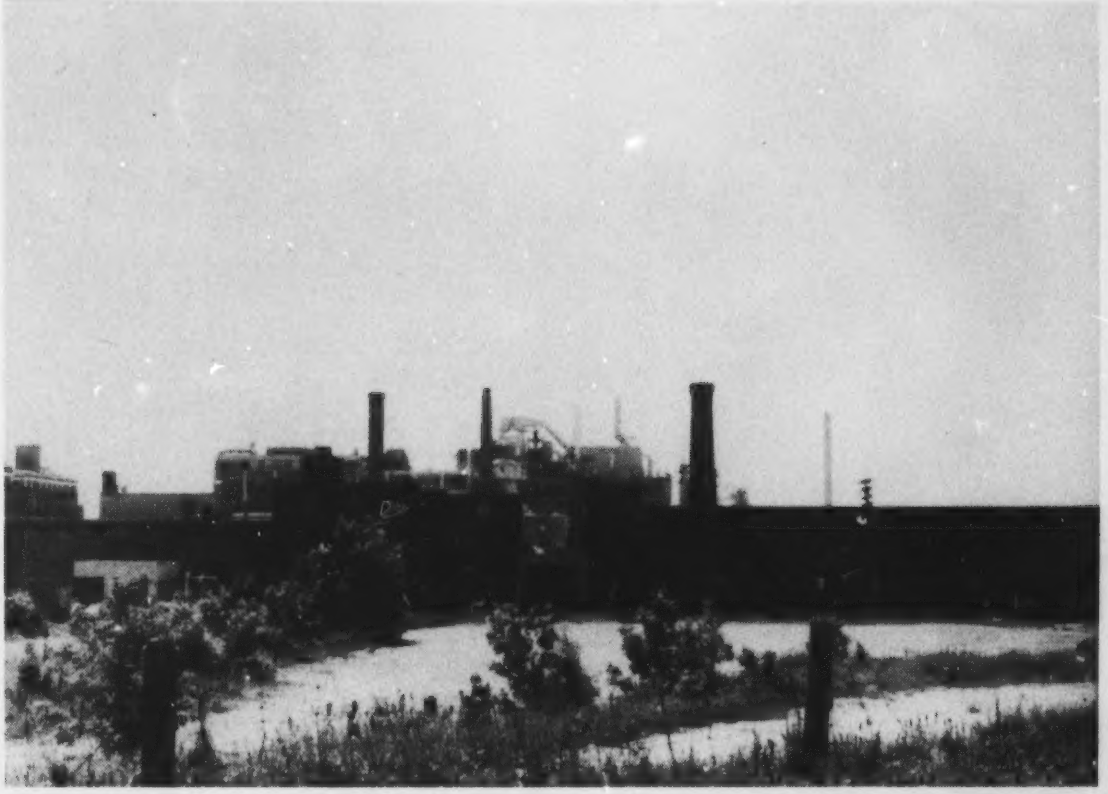
FIGURES

I 1986 Housing Target and Achievement as of January 1, 1983 38
II Industrial Rental Rates 62
III Industrial Linkages 65

APPENDICES

**Appendix A: Industrial Survey** 137

# 1. INTRODUCTION



## 1.1 Purpose of the Study

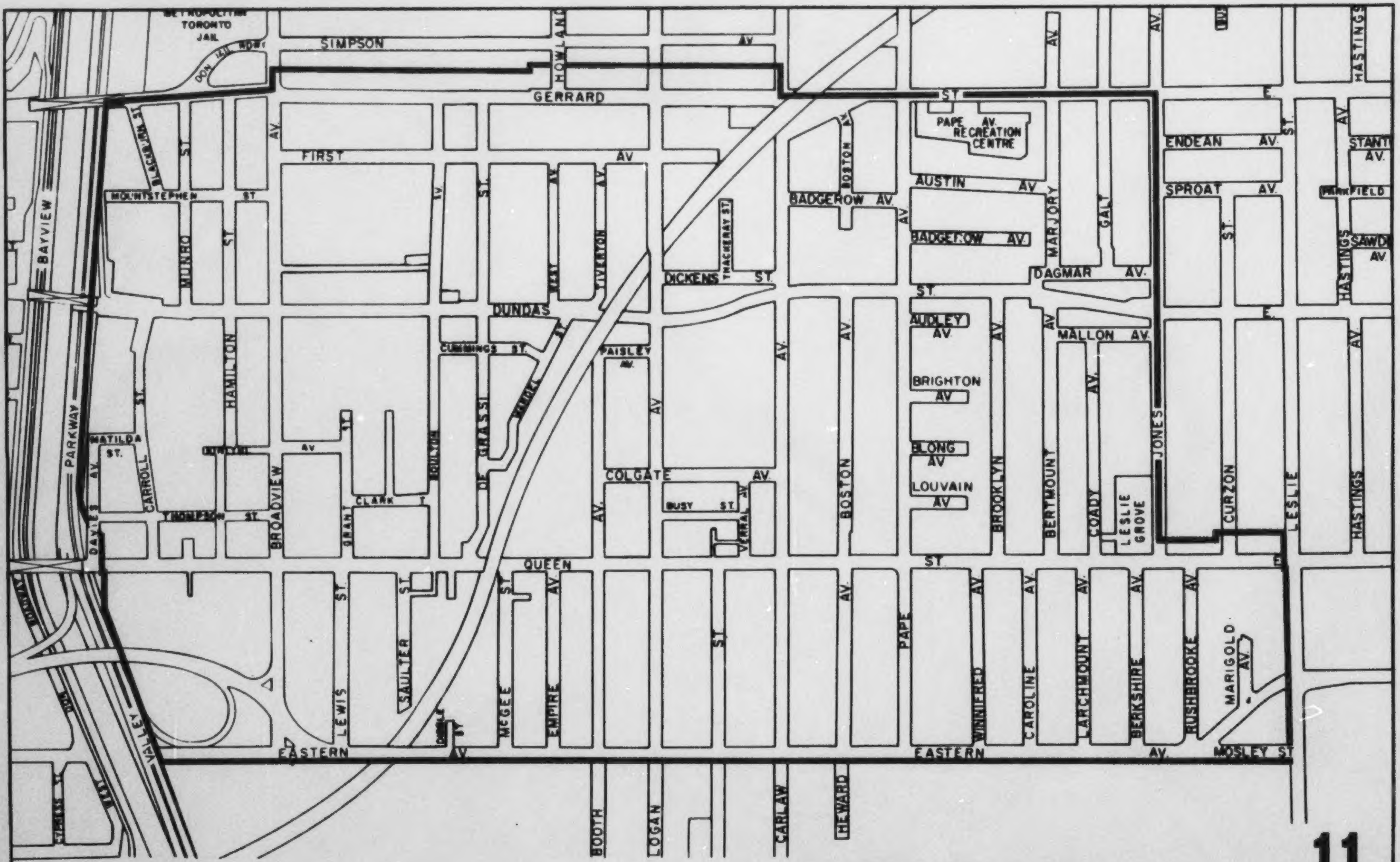
The purpose of this study is to suggest Part II Official Plan policies to guide future development in South Riverdale. These policies, to be implemented by a revised zoning for the area and ongoing community and City initiatives, have been prepared for public discussion. Eventually, after the Plan becomes a legal document, the policies will amend the Part I Official Plan. Many opportunities for additional public input are available before the final step in the process is reached.

The primary theme of these policies is to retain the significant concentrations of industry in the area, to maintain and improve the quality of the extensive residential environment, to ensure a range of retail uses, and to resolve conflicts inherent in a close mixture of these uses. Hopefully, achievement of these land-use objectives would help ameliorate economic hardships common to many residents in this predominantly low - to middle-income area.

## 1.2 The Study Area

The boundaries of the Part II Plan Area are indicated on Map 1.1. South Riverdale, for the purposes of the Plan, is a rectangular City parcel approximately 1 mile east to west and 2/3 mile north to south. A distinct physical boundary to the west is provided by the Don Valley Parkway and the Don River. The Part II Plan Area extends eastwards to Jones Avenue with a southern extension along Leslie Street. To the north, Gerrard Street East marks the boundary and, to the south, Eastern Avenue is the limit of the Plan area. Other significant non-boundary arterials include Queen Street East, Dundas Street East, Broadview Avenue, Carlaw Avenue, Logan Avenue and Pape Avenue.

The C.N.R right-of-way which cuts diagonally through the heart of South Riverdale is probably its most significant feature, having profound influence on land-use patterns and east to west movement.


METROPOLITAN TORONTO JAIL
DON JAIL RDWY
SIMPSON AV
HOWLAND
GERRARD ST
BAYVIEW
PARKWAY
VALLEY
DON
CYPRESS ST
BLACKBURN ST
MOUNTSTEPHEN ST
MUNRO ST
HAMILTON ST
FIRST AV
MATILDA ST.
CARROLL ST.
THOMPSON ST.
DAVIES AV
BROADVIEW AV
GRANT ST
CLARK
BOULTON AV
CUMMINGS ST.
DE GRASSI ST
DUNDAS ST
WEST AV
TIVERTON AV
PAISLEY AV.
COLGATE AV.
BUSY ST.
VERRAL AV
THACKERAY ST.
DICKENS ST.
QUEEN ST.
LEWIS ST.
SAULTER ST.
DIBBLE ST
McGEE ST
EMPIRE AV.
EASTERN AV.
BOOTH
LOGAN
CARLAW
HEWARD
BOSTON AV
PAPE AV
BADGEROW AV.
PAPE AV. RECREATION CENTRE
AUSTIN AV
MARJORY AV
GALT AV.
DAGMAR AV.
AUDLEY AV.
BRIGHTON AV
BLONG AV
LOUVAIN AV
BROOKLYN AV
BERTMOUNT AV
COADY AV
MALLON AV.
LESLIE GROVE
JONES AV.
WINNIFRED AV
CAROLINE AV.
LARCHMOUNT AV.
BERKSHIRE AV
RUSHBROOKE AV
MARIGOLD AV.
MOSLEY ST
ENDEAN AV.
SPROAT AV.
CURZON ST.
LESLIE ST.
HASTINGS AV.
STANTON AV.
PARKFIELD
SAWDON AV.

1.1

# BOUNDARY OF STUDY AREA

# SOUTH RIVERDALE

## OFFICIAL PLAN PART II STUDY

0 100 200m

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT
STEPHEN G. McLAUGHLIN, COMMISSIONER
COMMUNITY AND NEIGHBOURHOOD PLANNING DIVISION

APRIL 1984

REF. No. 634/73076

### 1.3 Towards a Neighbourhood Plan: January 1977

In 1977, the City of Toronto Planning Board adopted for the purposes of public discussion the report "Towards a Neighbourhood Plan: South Riverdale." A series of public meetings were held in the spring of 1977 and general support was given to the following objectives:

- safeguarding the low density residential character of the area.
- encouraging the provision of housing, including assisted housing, for families with children, senior citizens and low income households.
- supporting and improving social service provision.
- improving the attractiveness and public use of open space.
- maintaining and upgrading public transit.
- seeking to reduce private car parking on the roads and parking demand conflicts between residents and workers.
- strengthening the main commercial strips.
- recognizing the important concerns in the area with respect to environmental health and quality.
- safequarding adequate space for continuing industrial use.
- encouraging upgrading of industrial premises to improve amenity.

Since that time, final proposals have been adopted by Council only for that portion of South Riverdale located south of Eastern Avenue (see Section 2.3).

### 1.4 Preparation of the Plan

This study has included the analysis and use of data from several sources including: assessment files, census data, the City of Toronto Land Use Information system with updated statistics on buildings, lots and occupancy, planning staff surveys of parking, Teela sales files which document property sales in the City, and historical research. Preparation of the Plan was particularly dependent on liaison with the South Riverdale Citizens Advisory Group, and the undertaking of a comprehensive industrial survey. The importance of the latter process is briefly described below.

### 1.4.1 South Riverdale Citizens' Advisory Group

The South Riverdale Citizens' Advisory Committee is a Committee of local residents interested in the planning process in South Riverdale. The group, consisting of approximately 20 individuals, was formed in early 1983 so that basic planning guidelines could be developed in consultation with the community. A series of meetings eventually culminated in a final meeting in April 1984, which achieved general agreement on planning goals for South Riverdale. This document clearly reflects jointly determined land-use strategies.

### 1.4.2 Industrial Survey

In - person interviews were conducted in May 1983 with 58 private industrial establishments in South Riverdale. This represented approximately 75 percent of private industries in South Riverdale and more than 72 percent of the total industrial employment. Interviews were conducted with owners, general managers and presidents since these individuals were most knowledgeable about their respective companies. A sample of the questionnaire which was used is contained in Appendix A. The results of this survey, which are discussed in section 3.2 of this report, provide an understanding of the particular problems and strengths of industry in South Riverdale.

## 1.5 Organization of the Plan

The Plan is divided into six major components. Following the introduction, section two traces the historical development of South Riverdale leading to detailed discussion of its present day physical and socio-economic characteristics. Existing Official Plan and zoning policies pertaining to South Riverdale are also discussed. Section three examines and analyzes the major land uses in the area, followed by section four which establishes principles and objectives for these land uses. The information from preceeding sections is used in the remaining two sections in the presentation of detailed objectives and implementation strategies for the study area.

# 2. HISTORY AND DESCRIPTION

## 2.1 History

### 2.1.1 Early Growth

In 1884, the communities known as Riverdale and Leslieville were incorporated into the City of Toronto. Until then, development in what is now the South Riverdale Planning Area had been sparse. The Don Mount area, part of Riverdale close to the Don River between Queen and Gerrard and east of the C.N.R. tracks, housed about 200 people and was considered an area of "first class residences", comparable to the villages of Yorkville and Parkdale in other parts of the City. Some more modest housing to the south near Queen and Broadview housed the railway workers who located there after the railway was built in 1885, as well as workers at the local breweries. In comparison, the area immediately west of the Don River, Cabbagetown, was considered an area of "third class residences." The limited residential development east of the Don River contrasted with the western part of the City which was heavily settled over to Dufferin and north to just above Bloor.

After incorporation into the City, development moved rapidly ahead as can be seen on Figure 1 of Map 2.1. Scattered built-up areas east of the railway tracks grew up around Leslie and Son's Market Gardens, between Pape and Leslie near Queen Street.

Before 1884, the non-agricultural development had been primarily residential, with the exception of the Gooderham and Worts Brewery sheds, south of what is now Eastern Avenue. All of this brewery-related activity has disappeared from South Riverdale although the main Gooderham and Worts distillery is still located across the river.

### 2.1.2 Extension of Public Transit

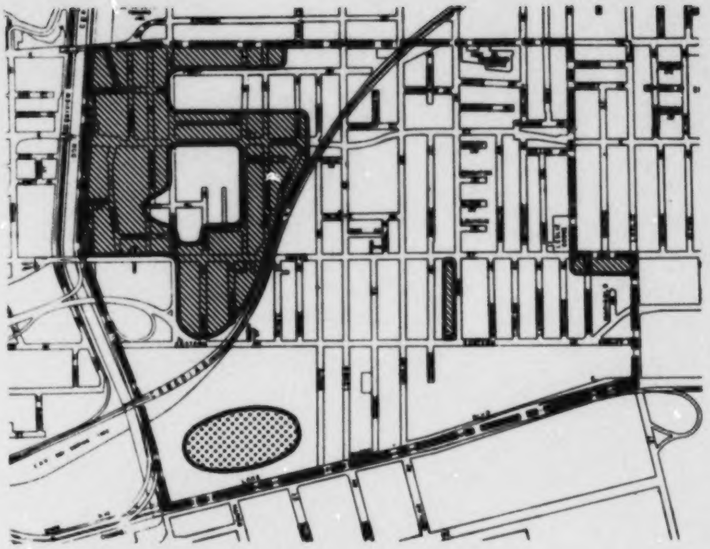
The fore-runner of the Toronto Transit Commission, the Toronto Railway Company, extended service across the river in 1891. The City required the company to reduce fares during rush hours so that average working people could afford them. Until then the fare had been the equivalent of one hour's pay to the average working man. In 1893, service was expanded as far east as Pape on a new Gerrard line to complement the Queen Street service.

The increased access to the area coincided with a burst of development and by 1903 other facilities developed to service the growing population. Institutions such as public and separate schools, a fire hall, churches, and a burial ground, the Jewish Cemetery (now renamed Holy Blossom Cemetery) on Pape south of Gerrard, recreation facilities such as Riverdale Park, and the Toronto Baseball Ground were developed during this period. Riverdale Park still exists but the baseball grounds between Baseball Place and Broadview Avenue south of Queen Street are gone. In 1895, a benefactor named C. J. Atkinson bought several acres of land with a fine building on it and established the headquarters of the Boys Brigade. In 1912, a Y.M.C.A. was built on the same site, which remained until 1978 when it was demolished for a new residential development. The original structure built prior to the Y.M.C.A. building remains and is now used as a women's hostel.

### 2.1.3 Industrial Development

By 1903, South Riverdale had experienced substantial industrial development, as shown by Figure 2 on Map 2.1. This industrial development took place primarily south of Queen Street, with most of it south of Eastern Avenue. In addition to the old Gooderham and Worts Brewery Yards (now gone), there was the Consumers' Gas Company, the A.R. Clarke Tannery, Sunlight Soap (now Lever Brothers), a carriage works, and various small carpentry, plumbing and printers' shops.

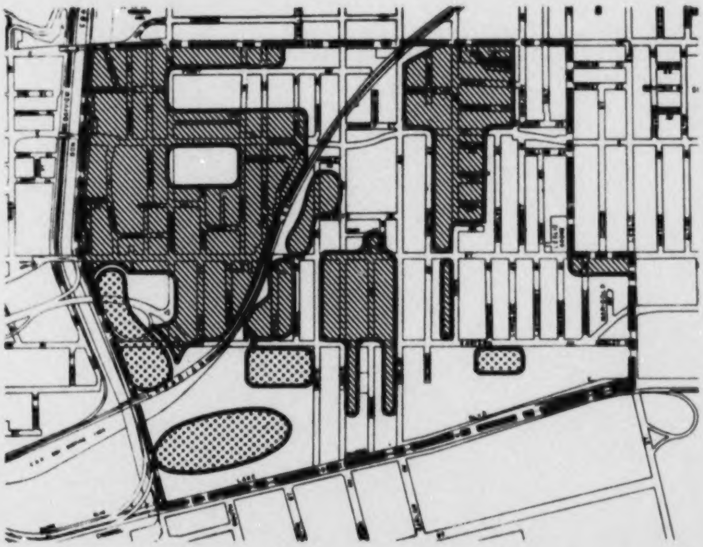
By 1923 (figure 3 on Map 2.1.), the bulk of the available land in South Riverdale had been developed and established in a pattern which still exists. Industrial uses were concentrated south of Eastern Avenue, except near the Don River where they extended north of Queen Street, and in the area from Logan to Boston, north of Queen to Gerrard. The Logan to Boston area had remained as undeveloped agricultural land until after 1900 but by 1912 it had been occupied by industrial uses.



## FIG. 1
## DEVELOPMENT TO 1884*

▨ RESIDENTIAL

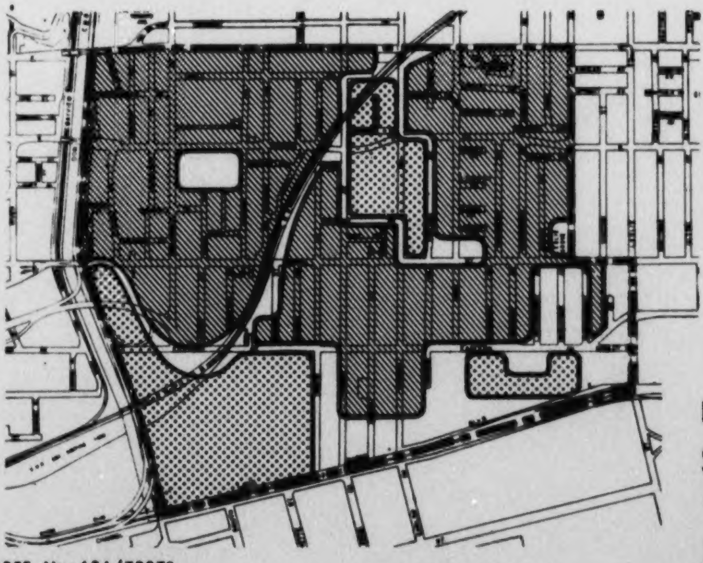
▒ INDUSTRIAL



## FIG. 2
## DEVELOPMENT TO 1903*

▨ RESIDENTIAL

▒ INDUSTRIAL



## FIG. 3
## DEVELOPMENT TO 1924*

▨ RESIDENTIAL

▒ INDUSTRIAL

* 1976 STREET PATTERNS ARE REFERENCE PURPOSES

# 2.1

## HISTORICAL PATTERNS
# SOUTH RIVERDALE
## OFFICIAL PLAN PART II STUDY

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT
STEPHEN G. McLAUGHLIN, COMMISSIONER APRIL 1984
COMMUNITY AND NEIGHBOURHOOD PLANNING DIVISION

REF. No. 634/73078

This land, located close to the rail lines, was attractive to industry and this resulted in a number of industrial uses which by present day standards were incompatible with the surrounding residential uses. The surrounding residential neighbourhoods have served as an effective barrier to the expansion of these industrial uses over the years.

Queen Street, Gerrard Street and Broadview Avenue were established and developed as shopping and commercial streets and their physical character has not changed much since the 'twenties'.

### 2.1.4 Residential Development

Subsequent to the development of the "first class" housing in the Don Mount section prior to 1884, residential development diversified greatly. The area north of Gerrard housed many upper income families while that south of Gerrard came to house a proportionally greater number of working class families. Two factors which accelerated the development of the east end were the spread of public transit, giving greater mobility to families on modest incomes whose wage earners worked downtown, and the development of local industries which served to employ local residents and encouraged the construction of more workers' housing.

## 2.2 Present Day Physical Characteristics

South Riverdale is a mixed use area with residential, commercial and industrial uses located close to one another. There is little vacant land, and the pattern has changed only marginally in 50 years. In general, the industrial uses have tended to locate near the major transportation routes such as the areas along Eastern Avenue, well served by rail and roads, and the area between Logan Avenue and Boston Avenue which is served better by rail than road. The strip of industry running north of Eastern Avenue overlooking the Don Valley has good access to the Don Valley Parkway and the downtown areas.

The commercial areas have grown along the major streets in a pattern which is characteristic of the City. Queen Street, parts of Gerrard Street and parts of Broadview Avenue are the locations of most of the retail-commercial activity in South Riverdale. There are several corner stores serving the needs of their immediate residential neighbourhoods, and even the commercial strips draw on a predominantly local market for their trade. The residential areas of South Riverdale are characterized by tree-lined streets of older two - and three-storey, detached, semi-detached and row houses. High density apartment redevelopment is absent from the South Riverdale landscape, and while many of the houses are in need of repair, buildings are generally in sound condition. Spot redevelopment of a low-rise nature has been taking place and will probably continue to be the predominant form of new residential construction in the area.

### 2.3 The Surrounding Area

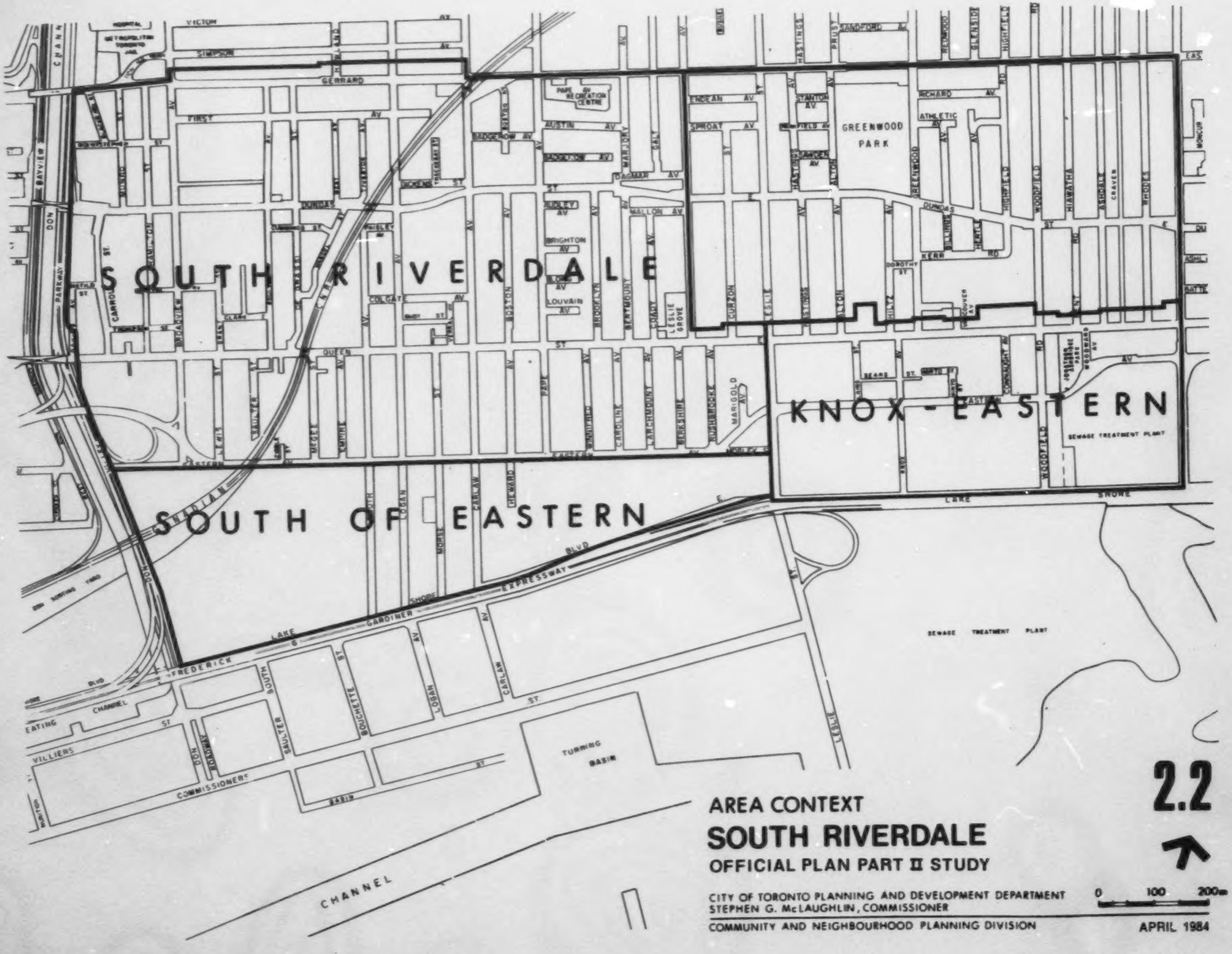
Geographically, "Riverdale" is probably seen by most City dwellers as a predominantly residential district, extending from the Don Valley to Coxwell Avenue and from Lakeshore Road to the City limits just north of Danforth Avenue. South Riverdale is perceived as the area south of Gerrard Street, comprising approximately 1/2 of the total Riverdale area.

For the purposes of this Plan, South Riverdale has a different meaning, It refers to one planning area within the commonly perceived geographic area of South Riverdale. Map 2.2 depicts the planning area of South Riverdale and its surrounding planning areas. Two of these planning areas, South of Eastern and Knox-Eastern, have Part II Plans already in place. The South of Eastern Plan has received full statutory approval while the Knox-Eastern Plan is near the end of the approval process.

In either case, whether one is referring to the geographic South Riverdale or the planning area known as South Riverdale, surrounding land-uses and features have an important influence on the community. No understanding of shopping and retail strips in South Riverdale can be reached without considering major retail attractions close by, such as Gerrard Square Centre at Pape Avenue and Riverdale Plaza at Carlaw Avenue, and, in the south-east, the new Loblaws bulk warehouse superstore at Leslie Street and Lakeshore Boulevard. Similarly, knowledge of how industry in South Riverdale is constrained and limited in terms of local expansion can only be gained by understanding the strong physical barrier or limits set by the Don River Valley and the parallel roadways which follow it to the west, the port industrial complex and Lake Ontario to the south, and to the east and north the increasingly cohesive residential communities of the Beaches and North Riverdale. In housing, proximity to the downtown has led to a new perception of South Riverdale as a relatively central location which is attractive to higher income groups.

### 2.4 Social and Demographic Characteristics

This section reviews the demographic and socio-economic characteristics of the resident population in the South Riverdale Part II Study area. Census tract information is the primary data base, (see Map 2.3).


SOUTH RIVERDALE
KNOX - EASTERN
SOUTH OF EASTERN
GREENWOOD PARK
SEWAGE TREATMENT PLANT
TURNING BASIN
CHANNEL
GERRARD
DUNDAS
QUEEN
EASTERN
LAKE SHORE
GARDINER EXPRESSWAY
DON VALLEY PARKWAY
BAYVIEW
LESLIE
CARLAW
LOGAN
BOUCHETTE
SAULTER
COMMISSIONERS
VILLIERS
KEATING
FREDERICK
CNR
0 100 200m

2.2

## AREA CONTEXT

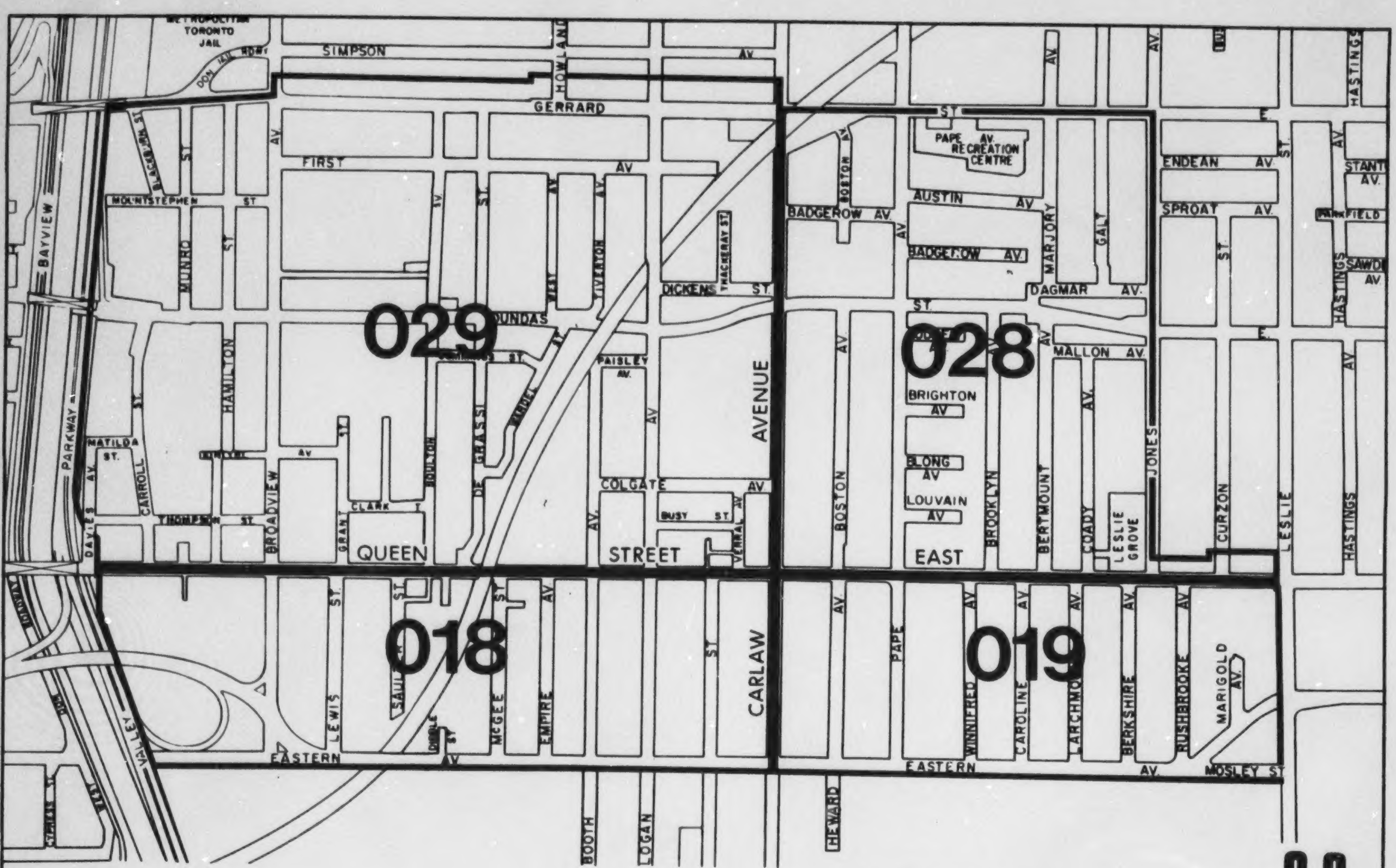
## SOUTH RIVERDALE

### OFFICIAL PLAN PART II STUDY

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT
STEPHEN G. McLAUGHLIN, COMMISSIONER

COMMUNITY AND NEIGHBOURHOOD PLANNING DIVISION

APRIL 1984


029
028
018
019
METROPOLITAN TORONTO JAIL
DON JAIL RDWY
SIMPSON
HOWLAND
GERRARD ST
FIRST AV
MOUNTSTEPHEN ST
BLACKBURN ST
MUNRO ST
HAMILTON ST
BAYVIEW
PARKWAY
MATILDA ST.
CARROLL ST
THOMPSON ST
BROADVIEW AV
DAVIES AV.
QUEEN STREET EAST
DUNDAS
GRANT ST
CLARK
BOULTON
DE GRASSI ST
WEST AV
TIVERTON AV
PAISLEY AV.
COLGATE AV
BUSY ST.
VERRAL AV
DICKENS ST.
THACKERAY ST
AVENUE
CARLAW
BOSTON AV
BADGEROW AV.
PAPE AV. RECREATION CENTRE
AUSTIN AV
MARJORY AV
GALT AV
DAGMAR AV.
MALLON AV.
BRIGHTON AV
BLONG AV
LOUVAIN AV
BROOKLYN
BERTMOUNT
COADY AV.
LESLIE GROVE
JONES AV.
CURZON ST
LESLIE ST
ENDEAN AV.
SPROAT AV.
STANTON AV.
PARKFIELD
SAWDON AV.
HASTINGS AV
LEWIS ST.
SAULTER ST.
DIBBLE ST
MCGEE ST
EMPIRE AV
EASTERN AV.
BOOTH
LOGAN
HEWARD
PAPE
WINNIFRED AV
CAROLINE AV
LARCHMOUNT AV
BERKSHIRE AV
RUSHBROOKE AV
MARIGOLD AV.
MOSLEY ST
VALLEY
DON
LAKE SHORE

## 1981 CENSUS TRACTS

## SOUTH RIVERDALE

### OFFICIAL PLAN PART II STUDY

2.3

0 100 200m

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT
STEPHEN G. McLAUGHLIN, COMMISSIONER
COMMUNITY AND NEIGHBOURHOOD PLANNING DIVISION

APRIL 1984

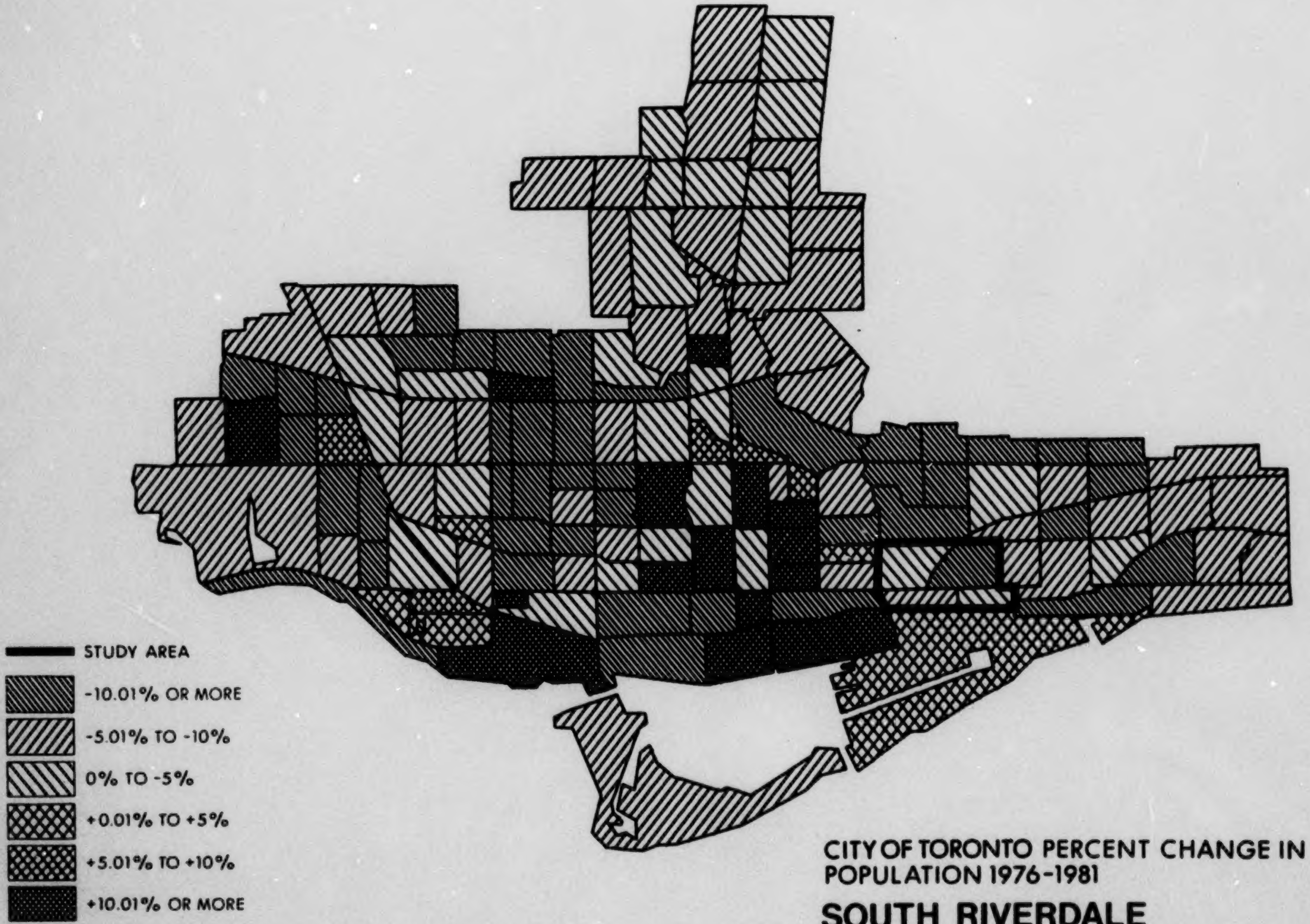
REF. No. 634/73078

### 2.4.1 Population

Not unlike the rest of the City of Toronto, South Riverdale has lost substantial numbers of permanent residents over the last 30 years. A number of factors have contributed to that loss including the decrease in family size and the migration of many families to the suburbs in the 1960's. These trends have been accompanied recently by an influx of middle and upper-income professionals who tend to have small families or no families at all. The phenomenon called "gentrification" will be discussed in greater detail in Section 3.1, where the issue of the utilization of South Riverdale housing stock will be addressed.

To understand these demographic changes and their implications for South Riverdale, comparison with trends at the City-wide level and the national level are necessary. The trend to smaller household sizes in larger urban centres across Canada has been distinctive. Between 1961 and 1981 the average household size fell from 3.7 to 2.8 persons per household. This trend reflects a fundamental adjustment in the size and composition of the traditional social unit - the family. For Toronto this trend is even more acute. In 1951, Toronto was a family-dominated City with 94 percent of its population living in households comprised of two or more people. Only 12 percent of the total number of households were classified as 'non-family', meaning people living alone or together with other unrelated persons. By 1981, the proportion of non-family households had risen to 46.0 percent and now appears about to outweigh the share of family households in the City. At the same time, the number of one-person households increased from 10,225 in 1951, to over 90,000 in 1981. The average household size for Toronto has declined even faster than the national average and it now stands at only 2.4 persons per household.

The decrease in household size is confirmed by an overall net reduction in Toronto's population. Between 1951 and 1981, the City lost 11 percent of its population and as of 1981 it stood at 599,217. In South Riverdale, the population loss over the same period was much more dramatic. In the 30 years since 1951, the South Riverdale study area experienced a 33 percent decrease in population from 24,229 in 1951 to 16,219 in 1981.


STUDY AREA
-10.01% OR MORE
-5.01% TO -10%
0% TO -5%
+0.01% TO +5%
+5.01% TO +10%
+10.01% OR MORE
500 0 1000M

SOURCE: DEPARTMENT OF STATISTICS, CANADA, 1976-1981
CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT

## CITY OF TORONTO PERCENT CHANGE IN POPULATION 1976-1981

**2.4**

## SOUTH RIVERDALE

OFFICIAL PLAN PART II STUDY

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT
STEPHEN G. McLAUGHLIN, COMMISSIONER
COMMUNITY AND NEIGHBOURHOOD PLANNING DIVISION

APRIL 1984

*Between 1971-81 the ethnic mix of South Riverdale began to change, with a significant increase of people of Chinese origin.*

At the same time, the City has experienced a decline in the population with a mother tongue other than English. Between 1971-81, persons in the City of Toronto reporting a mother tongue other than English fell by 51,000. By contrast, the non-English speaking population in Metropolitan Toronto grew by 126,000 outside of Toronto and by 112,000 in surrounding Regional Municipalities.

This would seem to suggest that South Riverdale is receiving a proportionately greater number of new immigrants and/or is experiencing the relocation of people with a mother tongue other than English from other areas of the City.

### 2.4.3 Income

TABLE 2.2

INCOME

| | Toronto City | South Riverdale |
|---|---|---|
| Total Population | 599,217 | 16,219 |
| Average employment income | $14,060 | $11,486 |
| (male) | $17,480 | $13,049 |
| (female) | $10,700 | $ 9,923 |
| Average census family income | $29,794 | $21,076 |
| Incidence of low income families | 17.2 % | 25.5% |

Source: 1981 Census

On every income measurement listed above, South Riverdale scores lower than the City of Toronto as a whole. While it has 2.7% of the resident population, there are proportionately fewer people with jobs. Those receiving an income from work are likely to earn approximately 20% less than the average for Toronto. Average family income is lower and there is a higher proportion of low income families.

In the period 1961-1971, South Riverdale experienced slower growth in incomes than the City or Metro. In the period of 1971-1981, this relative decline has to some extent been reversed. The influx of new residents with higher incomes and changes in the housing stock, examined elsewhere, have contributed to this improvement (see Map 2.5 and Table 2.3).

TABLE 2.3

AVERAGE FAMILY INCOME $

| | Metro | City | South Riverdale | South Riverdale as % of Metro |
|---|---|---|---|---|
| 1961 | 5,831 | 5,055 | 4,308 | 74 |
| 1971 | 11,841 | 10,508 | 7,739 | 64 |
| 1981 | 30,310 | 29,794 | 21,076 | 69 |

Source: Census

### 2.4.4 Employment

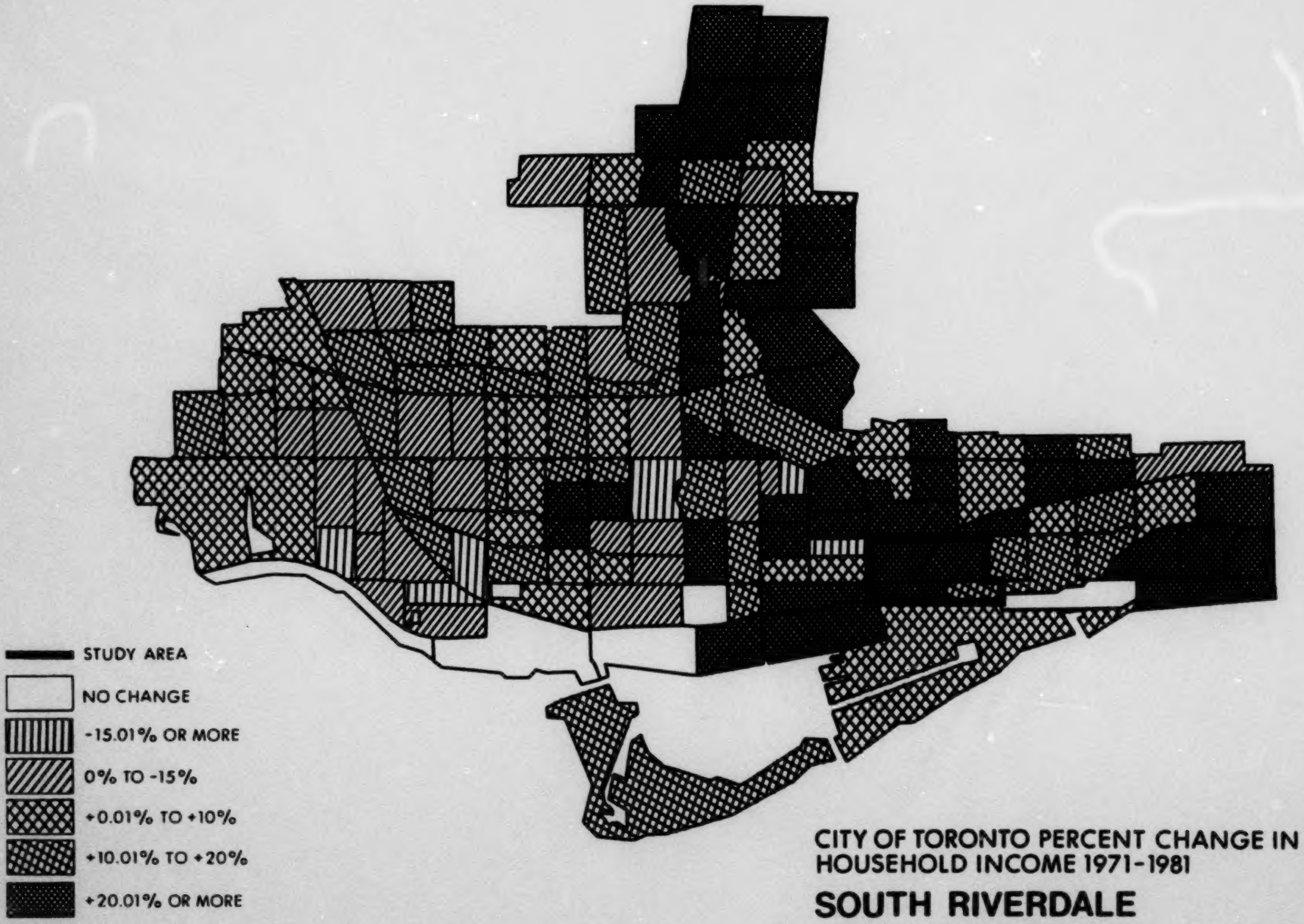
Information on unemployment in South Riverdale is drawn from the census and the most up to date figures are for 1981. Since 1981, significant changes in employment have occurred and it is probable that unemployment rates have worsened. The table below shows unemployment rates for South Riverdale compared with the City of Toronto as a whole and a limited breakdown in terms of age and sex has been made.

TABLE 2.4

UNEMPLOYMENT RATES (1981)

| Category of Labour Force | | % of labour force Toronto | % of labour force S. Riverdale |
|---|---|---|---|
| Males | 15-24 yrs | 9.6 | 12.5 |
| Females | 15-24 yrs | 7.3 | 8.1 |
| All | 15-24 yrs | 8.4 | 10.3 |
| All | 25 yrs and over | 3.7 | 5.4 |
| Unemployment rate overall | | 4.7 | 6.4 |

Source: Census


STUDY AREA
NO CHANGE
-15.01% OR MORE
0% TO -15%
+0.01% TO +10%
+10.01% TO +20%
+20.01% OR MORE

## 2.5

## CITY OF TORONTO PERCENT CHANGE IN REAL HOUSEHOLD INCOME 1971-1981

## SOUTH RIVERDALE

OFFICIAL PLAN PART II STUDY

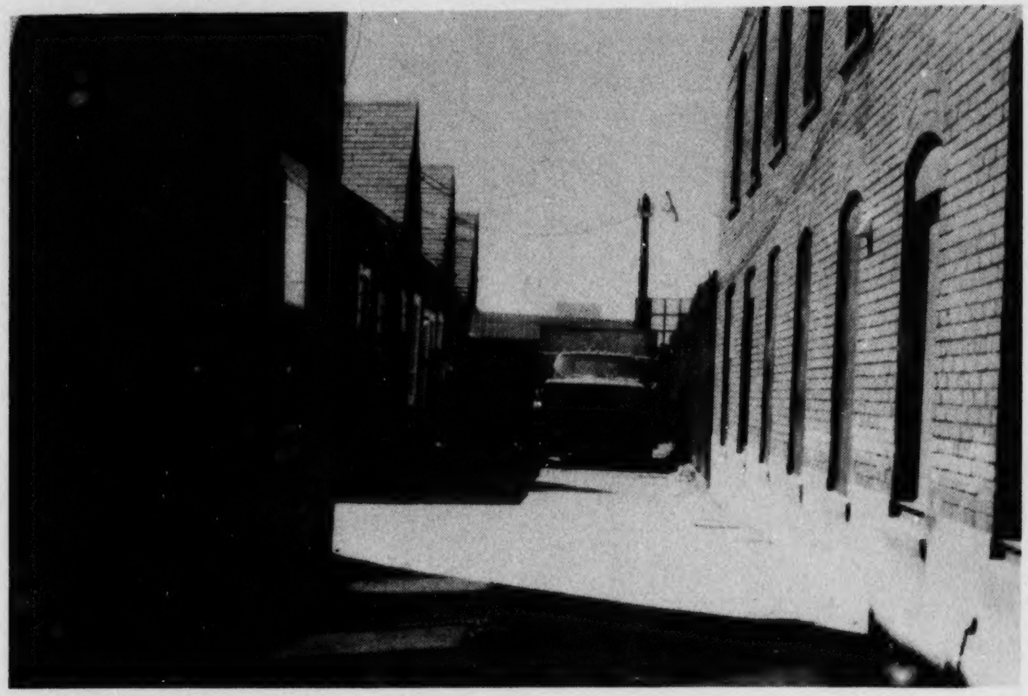
500 0 1000M

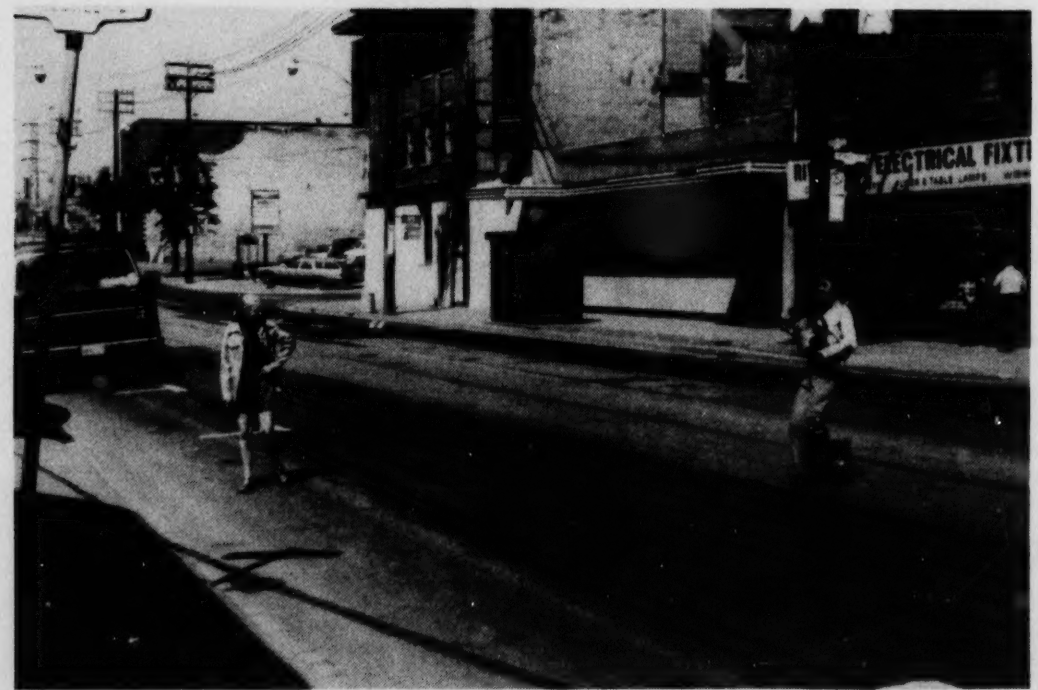
CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT
STEPHEN G. McLAUGHLIN, COMMISSIONER

COMMUNITY AND NEIGHBOURHOOD PLANNING DIVISION

APRIL 1984

*SOURCE:* DEPARTMENT OF STATISTICS, CANADA, 1971-1981
CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT




ELECTRICAL FIXT

Generally, unemployment amongst the resident population of South Riverdale is approximately two percentage points above rates prevailing in Toronto. However, there are variations between categories. Workers over 25 years of age fare better than younger members of the workforce, while within the younger age group, young women generally fare better than young men.

The other side of the coin is that there are a considerable number of firms and industrial enterprises based in South Riverdale which generate employment opportunities. In total, there are over 4000 industrial jobs actually based in this area. The May, 1983, industrial survey of employers in South Riverdale indicated that approximately 17% of the total workforce, approximately one person in six, lived within one mile of his or her workplace.

### 2.4.5 Education

The level of education in South Riverdale, as compared to the City of Toronto, is substantially lower. For instance, in 1971, 8.6 percent of the population of Toronto had university degrees; by 1981 this figure had risen to 21.5 percent. By comparison, in South Riverdale in 1971, 1.6 percent of the population had university degrees; by 1981 13.9 percent had attained this level of education. Similar results were recorded for that segment of the population which had completed some post-secondary education. Between 1971-81 the percentage of population that had completed some post-secondary education in the City had increased from 10 percent to 20.6 percent. In South Riverdale for the same period this group increased from 7.3 to 13.4 percent of the population.

The improved levels of education in South Riverdale can be attributed to a general expansion of education throughout the population and to the influx of new residents with education levels above the traditional averages for the community.

### 2.4.6 Occupation

The working population of South Riverdale can be grouped into three broad categories of occupation. Table 2.5 indicates the occupational mix in South Riverdale and how this compares with the City of Toronto as a whole. The figures in brackets provide comparable percentages recorded in the 1971 census. As can be observed from the table, some interesting changes have occurred which are not reflected elsewhere in the data.

### TABLE 2.5

### AGGREGATED OCCUPATIONAL CATEGORIES

| | % of | |
|---|---|---|
| | South Riverdale | City |
| Professional & Managerial | 21.7 (6.3) | 31.7 (19.2) |
| Clerical, Sales, Service | 42.7 (39.8) | 42.5 (41.7) |
| Other inclu. trades, semi - & un-skilled. | 35.6 (53.9) | 25.8 (39.1) |

(Figures in brackets: 1971) Source: Census

In 1971, South Riverdale had few residents with professional or managerial occupations and a comparatively high proportion of residents in trades, semi-skilled and unskilled occupations compared with the City of Toronto as a whole. Since 1971, while the largest "middle" category of clerical and sales occupations has remained virtually unchanged, considerable changes in the proportions in the other two categories have occurred - changes that have been even more dramatic in South Riverdale. Essentially, there has been in the City and South Riverdale a growth in professional and managerial occupations with a decline in trades, semi-skilled and unskilled occupational categories. South Riverdale still lags behind the City in terms of occupational mix, but the differences have been reduced considerably.

### 2.4.7 Mobility Rates

Table 2.6 describes rates of change of residence over time. In the period 1966-1971, South Riverdale residents were generally more stable than the average for the City of Toronto. In the period 1976-1981 this relationship was reversed, with individuals changing residences at phenomenal rates compared with previous years.

## TABLE 2.6

## PERCENT OF POPULATION CHANGING PLACE OF RESIDENCE

| | South Riverdale | City of Toronto |
|---|---|---|
| 1966 - 1971 | 21 | 27 |
| 1976 - 1981 | 54 (8085) | 51 (287,155) |

* Figures in brackets indicate number of residents

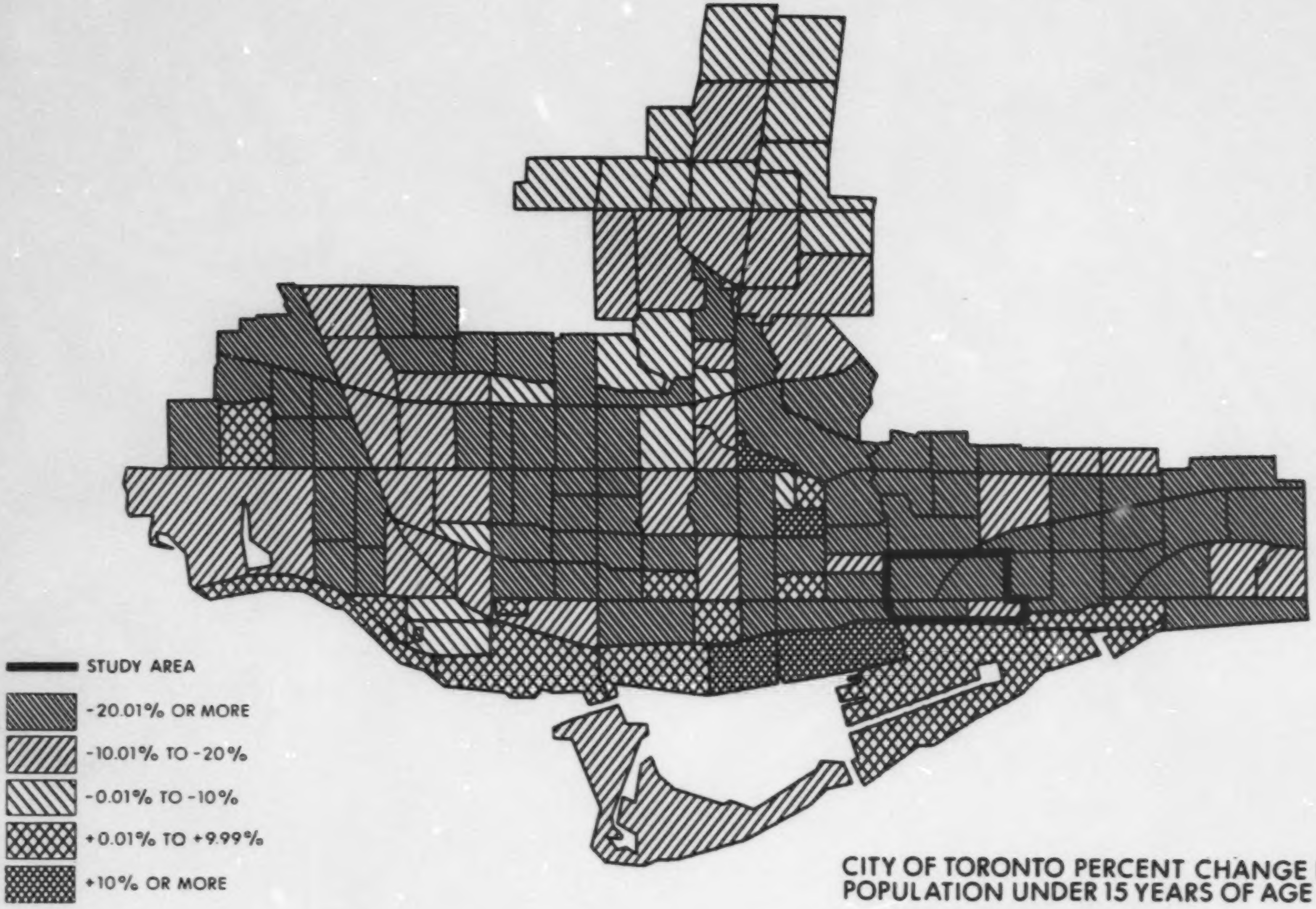
Sources: Towards a Neighbourhood Plan, 1977.
Census 1981.

### 2.4.8 Age Structure

The age structure data for South Riverdale indicate a significant shift in the age composition of the population. Up to 1976, South Riverdale was a predominantly family - oriented community with a significantly higher percentage of children than the rest of Toronto. As well, during the period between 1961 - 1976 the percentage of the population between 25 - 34 was less than the City average.

After 1976, however, changes in the age structure of the South Riverdale population began to appear. Between 1976 and 1981 the population of children 15 and under decreased substantially (see Map 2.6) and in 1981 stood only 3 percentage points above the City, whereas in 1976 the spread was nearly 7 percentage points. As well, the proportion of the population between the ages of 25 - 34 increased from 14.9 percent to 20.1 percent. Both age groups more closely approximated the City's age structure in 1981, whereas before 1976 the differences demonstrated a significantly different community in South Riverdale.

These changes corroborate previous statistics which indicate that young middle - income and upper - income professionals, often childless, are moving to South Riverdale. The previous high proportion of young families has been reduced by the aging of these families and out-migration, and at the same time the new residents are less likely to have large families or, for that matter, any children.


STUDY AREA
▨ -20.01% OR MORE
▨ -10.01% TO -20%
▨ -0.01% TO -10%
▩ +0.01% TO +9.99%
▩ +10% OR MORE
500 0 1000M

SOURCE: DEPARTMENT OF STATISTICS, CANADA, 1976-1981
CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT

## 2.6

## CITY OF TORONTO PERCENT CHANGE IN POPULATION UNDER 15 YEARS OF AGE 1976-1981

## SOUTH RIVERDALE

### OFFICIAL PLAN PART II STUDY

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT
STEPHEN G. McLAUGHLIN, COMMISSIONER
COMMUNITY AND NEIGHBOURHOOD PLANNING DIVISION

APRIL 1984

The other age groups have remained more or less stable over the last 20 years

## 2.5 Existing Official Plan and Zoning

### 2.5.1 Official Plan

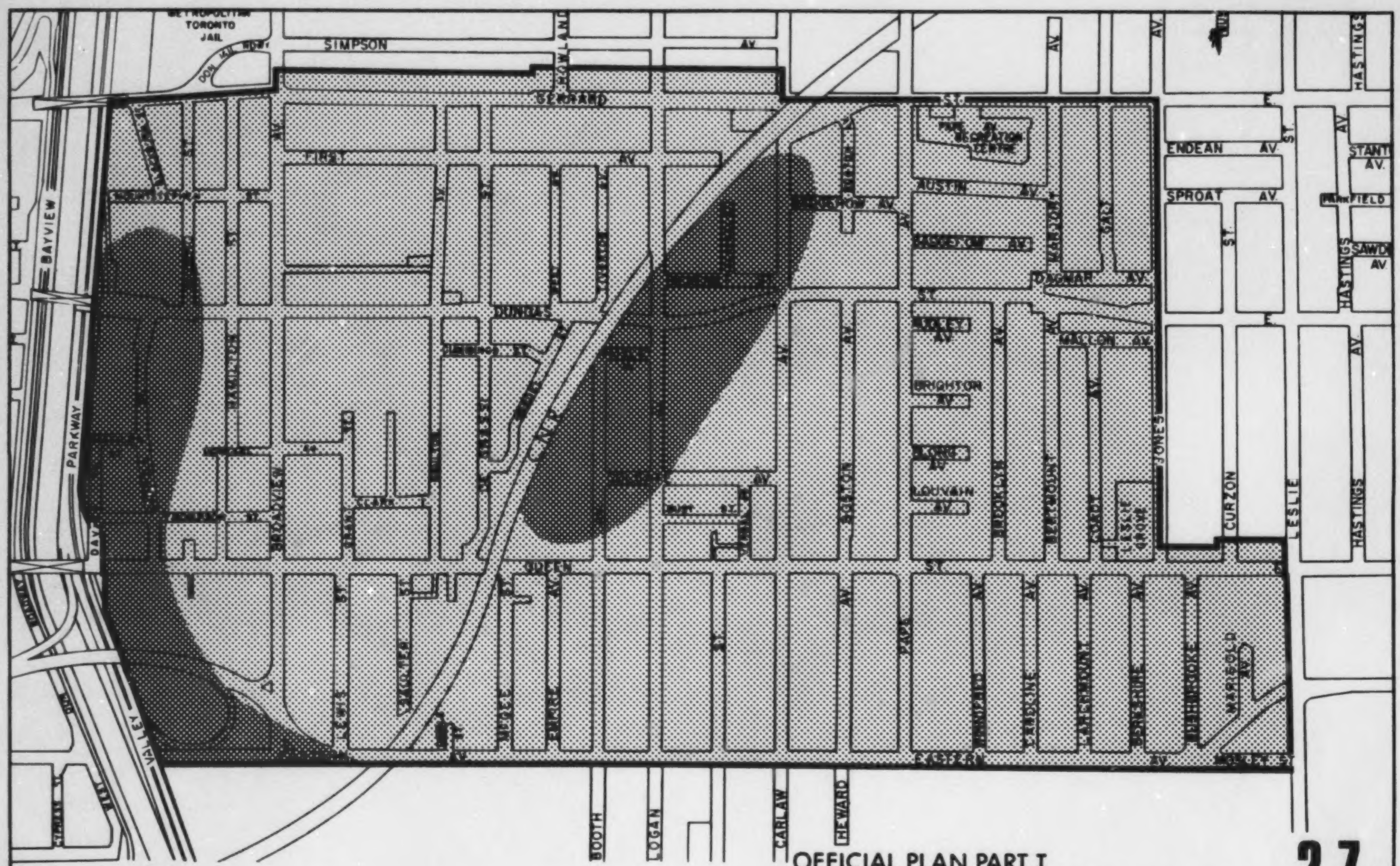
The Part I Official Plan designates two Areas of Industry in South Riverdale (see Map 2.7). One area runs north along the edge of the Don Valley from Eastern Avenue to just north of Dundas Street. The second area of industry is located on the east side of the C.N.R. tracks between Logan and Boston Avenue and between Queen and Gerrard Street. The remainder of South Riverdale is designated a Low Density Residence Area.

Map 2.8 which is also from the Part I Official Plan identifies Areas of Permissible Commercial and Industrial Use in Low Density Residence Areas. This designation allows these activities to continue within certain limitations despite the conflict with the general low density residential designation. The retail commercial strips of Queen snd Gerrard Streets and parts of Broadview Avenue are designated as areas of permissible commercial use. The area just to the west of the C.N.R. tracks and east of Logan has a permissible industrial use designation.

All policies within Part I of the Official Plan are subject to clarification and change in the Part II Plan.

### 2.5.2 Zoning By-law

The major distinction between an Official Plan and a Zoning By-law, is that the Plan is essentially a policy document while the Zoning By-law implements the plan. Under the new 1983 Planning Act, a Zoning By-law is a by-law passed by the Municipal Council for the purpose of prohibiting or regulating the use of land, and the erection and use of buildings, pursuant to Section 34 of that Act. The by-law consists of maps and text. The maps will give a zoning category to each and every parcel of land in the municipality. That category might be commercial, residential, institutional, or some other use. The text then defines specifically what may be done under each of those categories. The by-law will determine not only the general category of use that may be undertaken on each piece of land, but will also describe various building standards such as height, setbacks, density, and parking.


METROPOLITAN TORONTO JAIL
SIMPSON
HOWLAND
GERRARD
FIRST
DUNDAS
BROADVIEW
QUEEN
EASTERN
BAYVIEW
PARKWAY
VALLEY
DON
C.N.R.
BOOTH
LOGAN
CARLAW
HEWARD
PAPE
BOSTON
BROOKLYN
AUSTIN
DAGMAR
MALLON
BRIGHTON
LOUVAIN
JONES
CURZON
LESLIE
HASTINGS
ENDEAN
SPROAT
LESLIE GROVE
MARIGOLD
COXWELL
ST.
AV.

▨ AREAS OF INDUSTRY

▨ LOW DENSITY RESIDENCE AREAS

REF. No. 634/73078

# OFFICIAL PLAN PART I
# GENERALIZED CITY PLAN: LAND USE

# SOUTH RIVERDALE

## OFFICIAL PLAN PART II STUDY

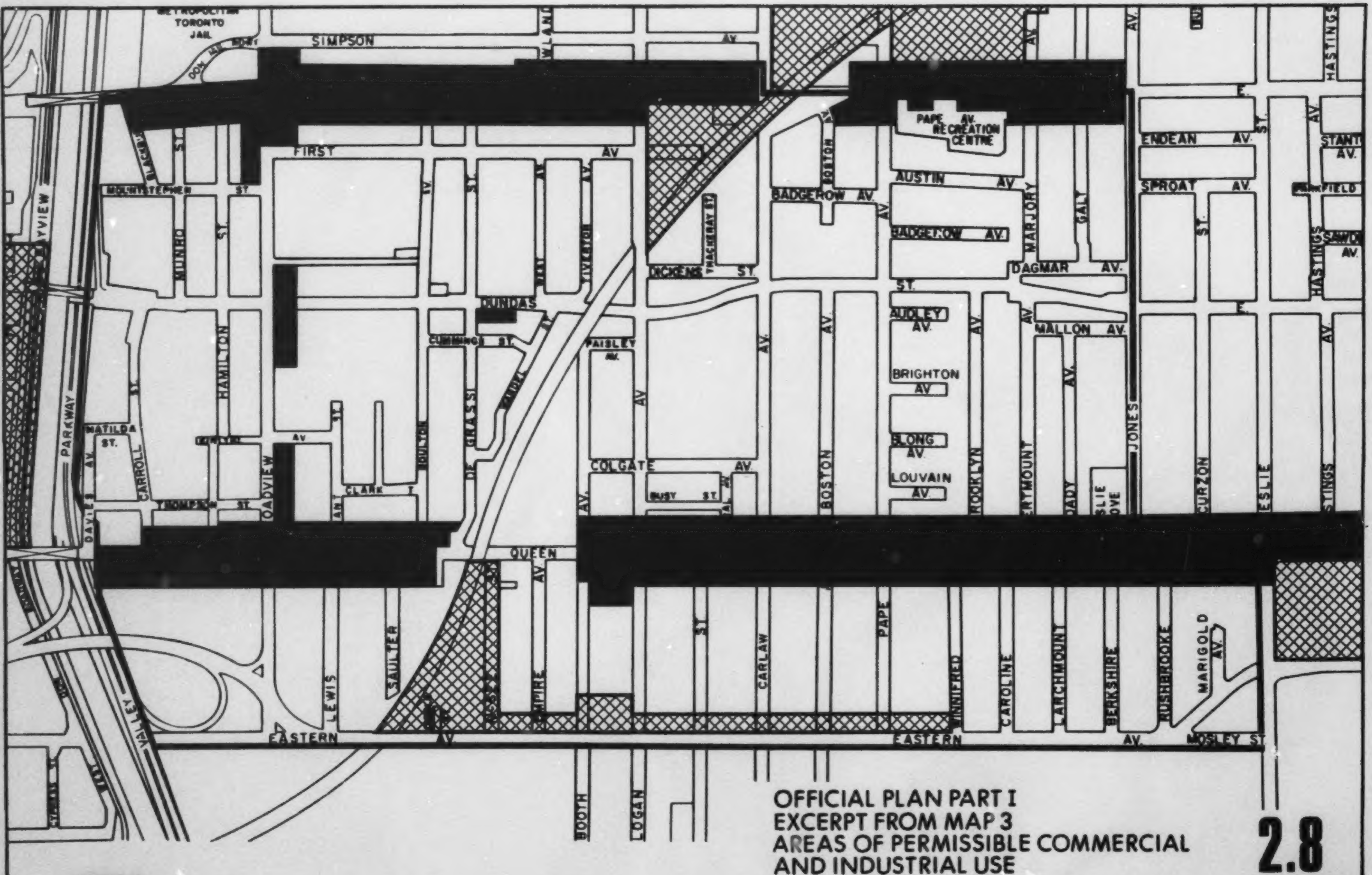
CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT
STEPHEN G. McLAUGHLIN, COMMISSIONER

COMMUNITY AND NEIGHBOURHOOD PLANNING DIVISION

**2.7**

0 100 200m

APRIL 1984


METROPOLITAN TORONTO JAIL
DON JAIL ROAD
SIMPSON
HOWLAND
FIRST AV
BLACKBURN
MOUNTSTEPHEN ST
MUNRO ST
HAMILTON ST
BROADVIEW
DUNDAS
CUMMINGS ST
DE GRASSI
BOULTON
CLARK
THOMPSON ST
CARROLL ST
MATILDA ST.
DAVIES AV
BAYVIEW
PARKWAY
DON VALLEY
QUEEN
EASTERN
LEWIS
SAULTER
EMPIRE
BOOTH
LOGAN
COLGATE AV
PAISLEY AV.
BUSY ST
CARLAW
PAPE
BOSTON
DICKENS ST
THACKERAY ST
BADGEROW AV.
AUSTIN AV
MARJORY
GALT
DAGMAR AV.
AUDLEY AV.
BRIGHTON AV
BLONG AV
LOUVAIN AV
MALLON AV.
BROOKLYN
ERTMOUNT
ADY
LESLIE GROVE
JONES
PAPE AV. RECREATION CENTRE
ENDEAN AV.
SPROAT AV.
STANTON AV.
PARKFIELD
SAWDON AV.
HASTINGS
CURZON
LESLIE
WINNIFRED
CAROLINE
LARCHMOUNT
BERKSHIRE
RUSHBROOKE
MARIGOLD AV.
MOSLEY ST
2.8
0 100 200m

OFFICIAL PLAN PART I
EXCERPT FROM MAP 3
AREAS OF PERMISSIBLE COMMERCIAL
AND INDUSTRIAL USE

■ COMMERCIAL

▨ INDUSTRIAL

# SOUTH RIVERDALE

OFFICIAL PLAN PART II STUDY

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT
STEPHEN G. McLAUGHLIN, COMMISSIONER

COMMUNITY AND NEIGHBOURHOOD PLANNING DIVISION

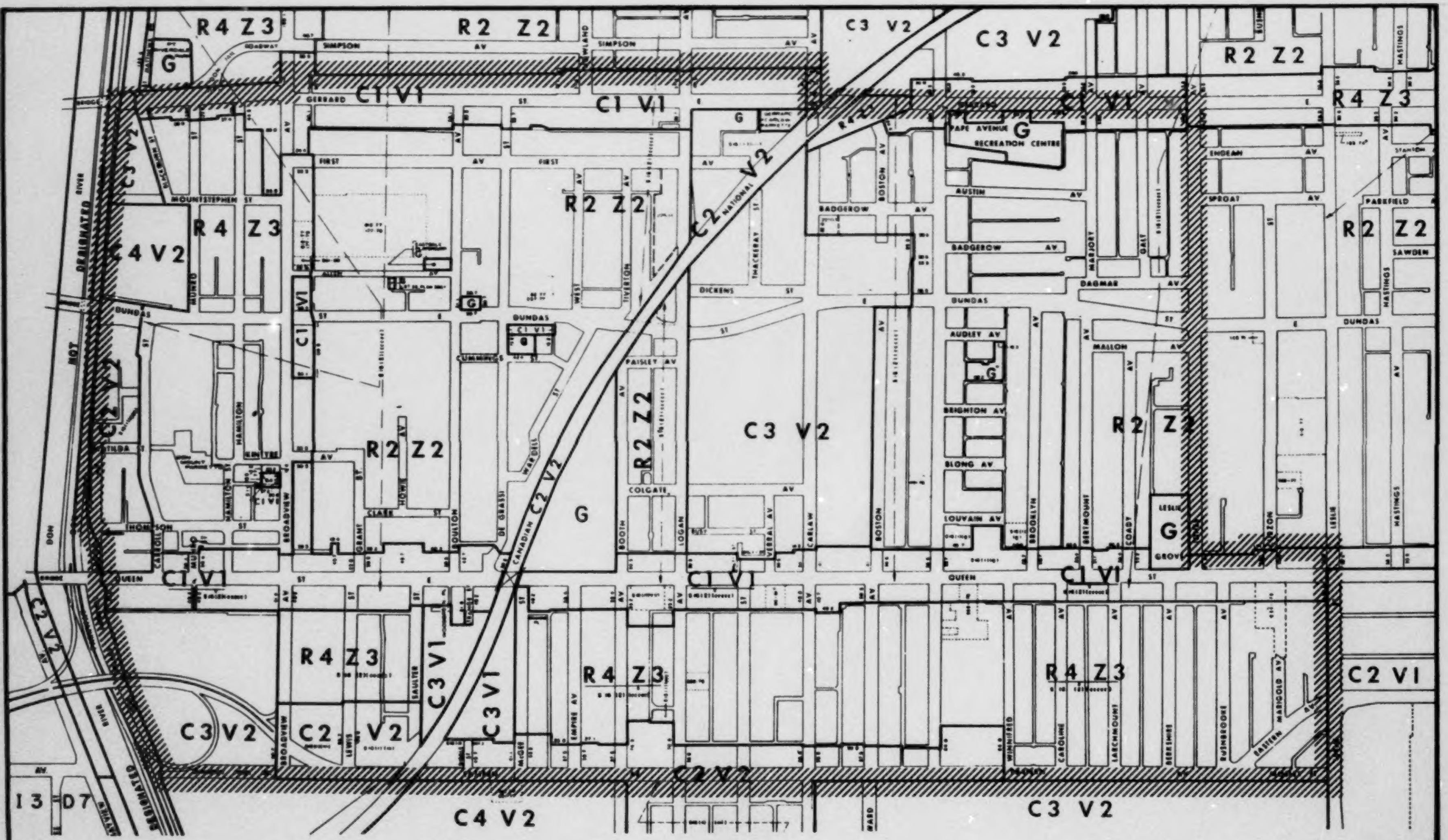
APRIL 1984

REF. No. 634/73078

Applications to the City for variances to the Zoning By-law are of two broad types. Minor variances are handled by the Committee of Adjustment. Major variances which conform to the Official Plan require application to the City Clerk's Office for a rezoning of the particular site or area. In either case, nearby residents are informed of the application and can make their views known at public meetings.

The present zoning for South Riverdale is shown on Map 2.9. The zoning categories which govern land use in South Riverdale generally follow Official Plan designations. Areas designated for permissible commercial uses are zoned Cl Vl, a typical zoning for retail strips in the City which permits commercial uses up to 3.0 times the lot area and residential buildings up to a maximum density of 1.0 times the lot area. Apartments above stores are also permitted by this zoning with a total building density of 3.0, provided the building does not exceed three stories in height.

Areas designated for industrial uses are generally zoned from C.2 V.2 to C.4 V.2. This range permits a wide variety of industrial and commercial uses up to a density of 5.0 times the lot area but totally prohibits residential uses. The residential zoning in South Riverdale varies from R.2 Z.2 to R.4 Z.3. These zoning categories conform with the Official Plan designations and definition of Low Density Residence Area.


R4 Z3
R2 Z2
C3 V2
C3 V2
R2 Z2
G
C1 V1
C1 V1
C1 V1
R4 Z3
SIMPSON AV
GERRARD ST
PAPE AVENUE RECREATION CENTRE
G
C3 V2
C4 V2
R4 Z3
R2 Z2
R2 Z2
R2 Z2
C1 V1
C1 V1
G
G
G
C2 V2
C2 NATIONAL V2
R4 Z2
CANADIAN C2 V2
C2 V2
G
R2 Z2
C3 V2
R2 Z2
G
FIRST AV
MOUNTSTEPHEN ST
MUNRO
DUNDAS
HAMILTON
BROADVIEW
WEST
TIVERTON
DICKENS ST
THACKERAY ST
BOSTON AV
BADGEROW AV
AUSTIN AV
DAGMAR AV
MARJORY
GALT
ENDEAN
SPROAT AV
PARKFIELD
SAWDEN
HASTINGS
CUMMINGS
PAISLEY AV
COLGATE
AUDLEY AV
BRIGHTON AV
BLONG AV
LOUVAIN AV
MALLON AV
HOWIE
GRANT
CLARK
BOULTON
DE GRASSI
WARDELL
BOOTH
LOGAN
VERRAL AV
CARLAW
BROOKLYN
BERTMOUNT
COADY
LESLIE
GROVE
QUEEN ST
C1 V1
C1 V1
C1 V1
C1 V1
R4 Z3
C3 V1
C3 V1
R4 Z3
R4 Z3
C2 V1
C3 V2
C2 V2
C2 V2
C4 V2
C3 V2
I3 D7
SAULTER
LEWIS
EMPIRE AV
WINNIFRED
CAROLINE
LARCHMOUNT
BERKSHIRE
RUSHBROOKE
EASTERN
MARIGOLD AV
DON RIVER
DESIGNATED

## 2.9

# EXISTING ZONING
# SOUTH RIVERDALE
## OFFICIAL PLAN PART II STUDY

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT
STEPHEN G. McLAUGHLIN, COMMISSIONER

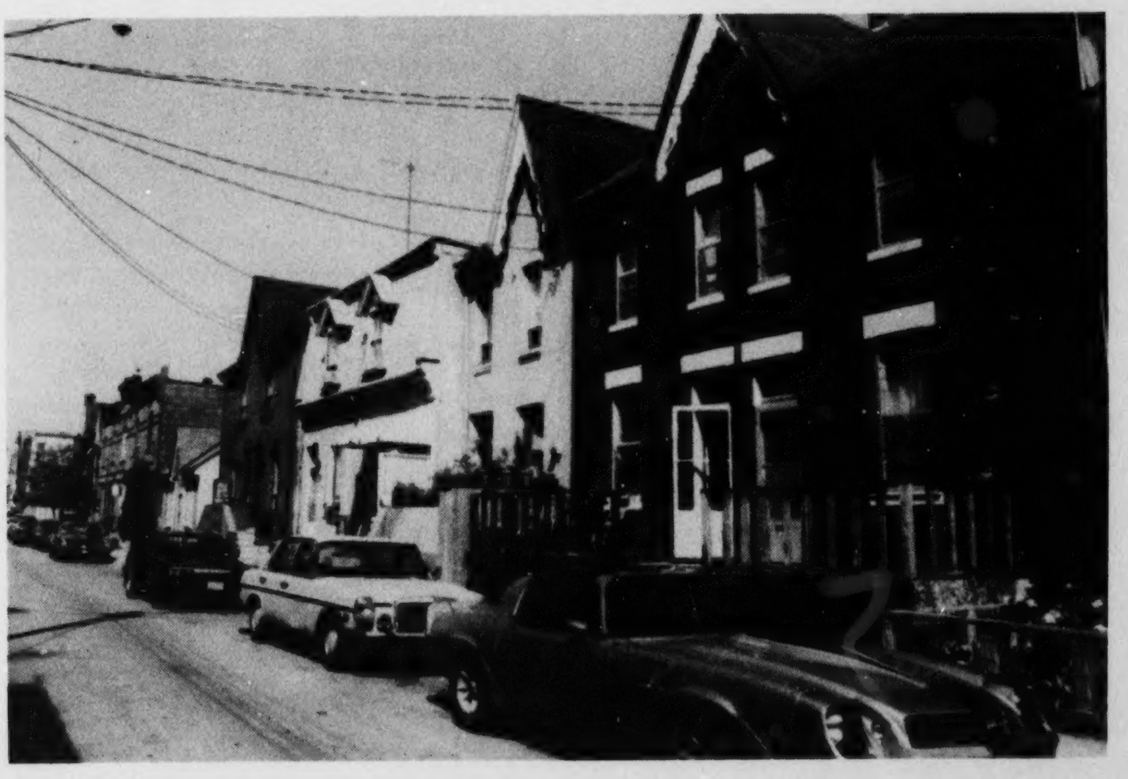
COMMUNITY AND NEIGHBOURHOOD PLANNING DIVISION

0 100 200m

APRIL 1984

REF. NO. 634/73078

# 3. ANALYSIS AND POLICY CONTEXT



## 3.1 Housing

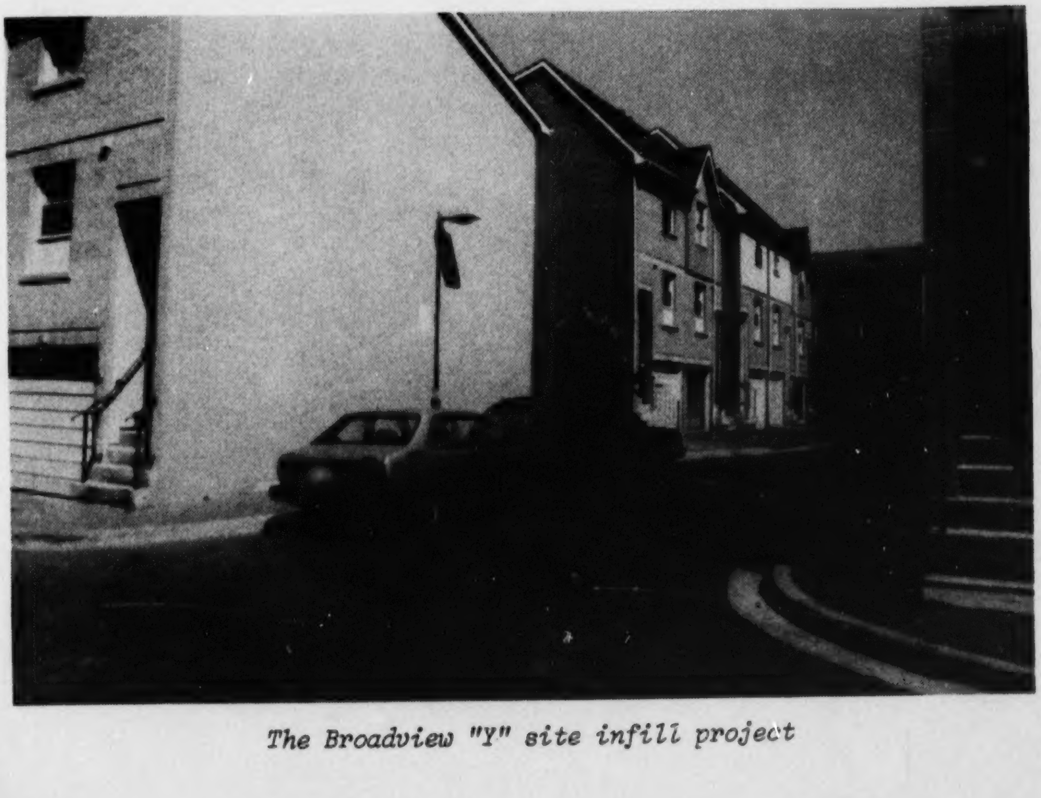
### 3.1.1 Description

Most residential dwellings in South Riverdale are located in house-form structures, ie. single detached, semi-detached, row houses and duplexes. Apartments above stores, especially along Queen Street, Broadview Avenue and Gerrard Street, form another source of housing. There are few apartment buildings and only one highrise, a senior citizens' building (Roy McCleary Tower) on Logan Avenue. Don Mount Court, owned by the Ontario Housing Corporation, with 232 units, provides assisted rental housing and is one of only two significant rental housing projects in the area. The other, on the old Broadview "Y" site, is a private rental project consisting of 172 units.

Predominantly, then, South Riverdale housing is found in low density residential neighbourhoods. Much of the housing west of Logan Avenue is of a Victorian architectural design and predates the First World War. These two and three storey houses on tree lined streets are a mix of wood frame, brick facade, and solid brick construction located in areas of more or less homogeneous land-use. The residential character of the area east of Logan Avenue is somewhat different in that the housing tends to be more modest and less similar architecturally.

Not unlike other inner-city residential neighbourhoods, the displacement of traditional working class residents by middle and upper income households and the subsequent renovation of the housing stock has been particularly evident in South Riverdale. New units are constructed within existing houses or, more commonly, dwellings which once contained two or three self-contained units have been deconverted into single family residences occupied by a family or couple.

*Don Mount Court*



*The Broadview "Y" site infill project*

### 3.1.2 Deconversion

Although incomes and education have traditionally been lower in South Riverdale when compared to the City, home ownership has consistently been higher. In fact, over the last ten years, while the proportion of owner-occupied units has been declining for the City as a whole, that proportion has been rising in South Riverdale. In 1971, 41.8 percent of the dwelling units in Toronto were owner-occupied; by 1981 the proportion had fallen to 40.7 percent. By contrast, owner-occupied dwellings represented 51.3 percent of all dwellings in South Riverdale as of 1971. By 1981, owner- occupied dwellings accounted for fully 57.3 percent of the Part II Study area's housing stock.

TABLE 3.1

PERCENT OWNER-OCCUPIED/PRIVATE DWELLINGS (1971-1981)

| | South Riverdale | City of Toronto |
|---|---|---|
| 1971 | 51.4 | 41.8 |
| 1976 | 56.8 | 41.4 |
| 1981 | 57.3 | 40.7 |

Source: Census

At the same time, Table 3.2 reveals that the total number of tenant-occupied dwelling units in South Riverdale decreased from 2725 units in 1971 to 2205 units in 1981, representing a net loss of 520 rental units. The City, during this same time period, increased its rental housing stock from 130,710 units to 142,995 units.

TABLE 3.2

TENANT-OCCUPIED DWELLING UNITS (1971-1981)

| | South Riverdale | | City of Toronto | |
|---|---|---|---|---|
| | No. | % | No. | % |
| 1971 | 2725 | 49.1 | 130,710 | 49.2 |
| 1976 | 2150 | 49.1 | 134,895 | 58.2 |
| 1981 | 2205 | 42.7 | 142,995 | 59.3 |

Source: Census

The increase in owner-occupied units and decrease in tenant-occupied dwelling units confirms the trend to deconversion of the housing stock in South Riverdale. Other terms for this process include "gentrification" or "white painting", which are defined as the process whereby low income inner-city neighbourhoods have been subject to private investment in housing by middle income families or, more predominantly, childless professional couples.

It is apparent from previous discussion that South Riverdale has been substantially physically and socially altered, over the last decade by the process of deconversion and rehabilitation of the existing housing stock. The changes have occurred and continue to occur at a more rapid pace than for the rest of the City. These changes, however, have both positive and negative effects, depending on one's perspective. The housing stock has been improved, producing a more financially secure municipal tax structure, which has led to improved landscaping of public boulevards, new parks and recreation facilities, and revitalization of certain commercial strips in the area. On the minus side, housing alternatives have been dramatically reduced, especially for low income tenants who are forced to pay either a higher proportion of their limited incomes on rent in the inner-city or are displaced to rental housing on the fringe of the metropolitan region.

### 3.1.3 Housing Production

During 1978, four projects totalling 317 units were commenced in South Riverdale. The Broadview "Y" site represented the largest infill project; the site area encompasses 1.92 hectares (4.8 acres). This large infill development contributed 172 family units to the private rental market. Infill development on sites of this size can be disruptive and detrimental to the local neighbourhood environment if site planning and project design are not sensitive to issues of congestion, contextual design and social impact. In retrospect, the Broadview "Y" development contains a number of negative features which have caused some disruption to the neighbourhood.

Two other small infill projects at Dundas Street East and DeGrassi Street (29 units) and 83 Pape Avenue (23 units) were probably less disruptive to the surrounding neighbourhood and more successful in achieving a compatible design.

*West of Logan Avenue, South Riverdale is increasingly becoming gentrified. Real estate agents now refer to the area as Cabbagetown II.*

The fourth project, located at Queen Street East and Leslie Street, was financed under the Assisted Home Ownership Program (AHOP) which terminated in 1978. This program originally provided direct loans to moderate income families to purchase housing that cost not more than $47,000 in Toronto. These 93 units were sold as condominium units to families qualifying under the program. Table 3.3 lists other assisted housing projects in South Riverdale, all of which were provided prior to 1978.

After 1978, new housing construction in South Riverdale came to a standstill (see Table 3.4). Only 30 units were built, all by the private sector. However, during that same period the number of demolitions cancelled out this increase, resulting in a net loss of units. This lack of new construction is probably the result of decreased subsidies to private developers and housing consumers rather than the absence of sites suitable for infill development.

TABLE 3.3

INVENTORY OF ASSISTED HOUSING

| Funding Category | Address | Number of Units |
|---|---|---|
| 1. Metropolitan Toronto Housing Company Ltd. | 859 Dundas St. E. | 29 |
| 2. Woodgreen Community Centre (Senior Citizens non-profit) | 444 Logan Avenue | 160 |
| 3. Assisted Home ownership Programme (AHOP) | 1205 Queen St. E | 93 |
| 4. Co-op Housing Sections 15.1 & 56.1 | Scattered units | 20 |
| 5. Cityhome Public Non-Profit | 195 - 201 Logan Avenue | 9 |
| | Scattered indivd. units | 88 |
| 6. Ontario Housing Corporation | 225 Don Mount Court | 232 |
| Total Assisted Housing | | 631 Units |

## TABLE 3.4

## HOUSING CONSTRUCTION - SOUTH RIVERDALE
## 1978 - 1982 (1)

| | | PRIVATE UNITS | | | ASSISTED UNITS | | | |
|---|---|---|---|---|---|---|---|---|
| Year | Activity | Non Family | Family | Total | Non Family | Family | Total | Grand Total |
| 1978 | Constr. | 3 | 250 | 253 | | 93 | 93 | 346 |
| | Demol. | -7 | -2 | -9 | | | | -9 |
| | Net | -4 | 248 | 244 | | 93 | 93 | 337 |
| 1979 | Constr. | 1 | 5 | 6 | | | | 6 |
| | Demol. | -2 | -12 | -14 | | | | -14 |
| | Net | -1 | -7 | -8 | 0 | 0 | 0 | -8 |
| 1980 | Constr. | 2 | 4 | 5 | | | | 5 |
| | Demol. | -4 | -4 | -7 | | | | -7 |
| | Net | -2 | 0 | -2 | 0 | 0 | 0 | -2 |
| 1981 | Constr. | 3 | 8 | 10 | | | | 10 |
| | Demol. | -1 | -9 | -9 | | | | -9 |
| | Net | 2 | -1 | 1 | 0 | 0 | 0 | 1 |
| 1982 | Constr. | 6 | 4 | 9 | | | | 9 |
| | Demol. | 0 | -3 | -2 | | | | -2 |
| | Net | 6 | 1 | 7 | 0 | 0 | 0 | 7 |
| Total | Constr. | 15 | 271 | 283 | | 93 | 93 | 376 |
| | Demol. | -14 | -30 | -41 | | - | | -41 |
| | Net | 1 | 241 | 242 | 0 | 93 | 93 | 335 |

(1) Source: Planning and Development Department
Housing Monitor Reports, 1979 - 1983

### 3.1.4 City Policy with respect to Housing

The Part I Official Plan establishes a number of goals with respect to the quantity and type of housing units that should be produced up to the end of 1985. The housing goals contained in Section 2A.1 are:

(a) the provision of decent housing to all residents in a suitable living environment at prices which they can afford.

(b) the equitable distribution of housing to meet the needs of identified target income groups.

(c) the preservation and improvement of existing housing and existing residence areas.

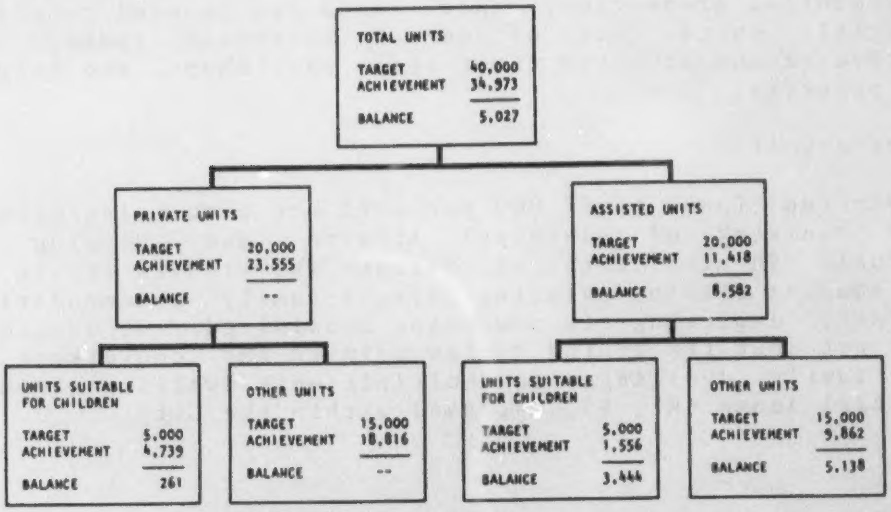
(d) the provision of housing which is acceptable to and meets the needs of the handicapped and the elderly.

The long-term housing production target, as provided for by the Official Plan, is 40,000 new dwelling units by the end of 1985. Of these, 50 percent are to be units suitable for low-to-moderate income households. Figure I details target achievements to date.

FIGURE I:

1986 HOUSING TARGETS AND ACHIEVEMENTS AS OF JAN. 1/83

CITY


TOTAL UNITS
TARGET 40,000
ACHIEVEMENT 34,973
BALANCE 5,027
PRIVATE UNITS
TARGET 20,000
ACHIEVEMENT 23.555
BALANCE --
ASSISTED UNITS
TARGET 20,000
ACHIEVEMENT 11,418
BALANCE 8,582
UNITS SUITABLE FOR CHILDREN
TARGET 5,000
ACHIEVEMENT 4,739
BALANCE 261
OTHER UNITS
TARGET 15,000
ACHIEVEMENT 18,816
BALANCE --
UNITS SUITABLE FOR CHILDREN
TARGET 5,000
ACHIEVEMENT 1,556
BALANCE 3,444
OTHER UNITS
TARGET 15,000
ACHIEVEMENT 9,862
BALANCE 5,138

NOTE: 'TARGETS' AND 'ACHIEVEMENTS' BOTH DEAL WITH APPROVALS, NOT ACTUAL CONSTRUCTION

TOTAL ACHIEVEMENT TO DATE EXCEEDS THE TOTAL OF ANNUAL ACHIEVEMENTS SHOWN DUE TO THE "HEADSTART" OF 4,760 UNITS THAT WERE ALREADY APPROVED UPON ADOPTION OF THE POLICY IN 1976, BUT WHICH HAD NOT COMPLETED WORK.

SOURCE: HOUSING MONITOR (1984)

### 3.1.5 Infill and Conversion

What then can be done to ensure that a range of housing opportunities continues to exist in South Riverdale? It is apparent that the stock of rental units is being depleted by the deconversion process and at the same time it is not being replenished adequately by either the private sector or the public non-profit sector.

One option is continued infill development within the residential neighbourhoods. Table 3.5 provides a list of sites which may be suitable for such development (see Map 3.1). Based on proposed densities for each of the sites and including those sites for which approval has been given, there exists potential for the construction of 200-300 units. This does not take into consideration the substantial amount of redevelopment potential on commercial strips.

Another appropriate policy direction is to facilitate conversion of single residences to other uses so as to offset, as far as possible, the predominant deconversion trend. Two recently announced government programs are specifically aimed at this market.

(a) Convert-to-Rent

The Convert-to-Rent program is being implemented by the Ministry of Municipal Affairs and Housing in selected municipalities where vacancy rates are less than two percent. Interest-free loans of $7,000 per unit are offered to assist in the production of rental housing through the conversion of non-residential properties. These loans can be used to create residential units out of unused warehouse space, non-productive second or third floor space over shops, and surplus school property.

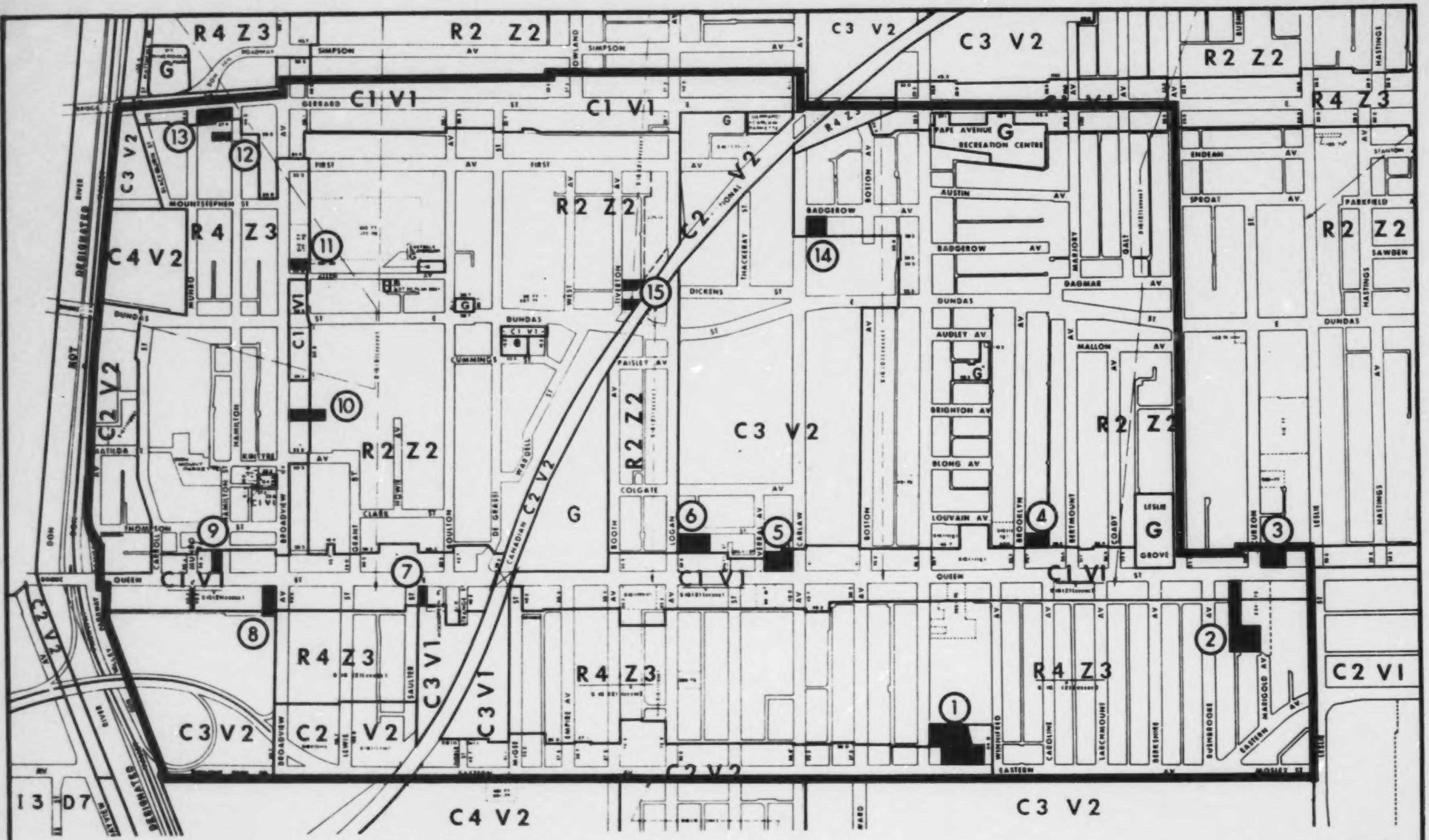
(b) Add-a-Unit

Interest-free loans of $7,000 per unit are also being offered by the Ministry of Municipal Affairs and Housing to individuals in the City of Toronto who wish to create new rental housing within existing single-family accommodation. In effect, duplexing is now being subsidized. It should be pointed out that the Zoning By-law permits the conversion of single family dwellings to multiple unit dwellings in most residential zones (R2, R3, R4, R4A) within the City.

## TABLE 3.5

## POTENTIAL SITES FOR RESIDENTIAL INFILL

| Municipal Address | Existing Zoning | Proposed Zoning | Owner | Area (m2) |
|---|---|---|---|---|
| 1. 610 Eastern Ave. | C2 V2 | R3 Z3 | Terraston Development | 5,583 |
| 2. 1187 Queen St. E. | C1 V1 | CRL1U250 | Antique Building Supplies | 1625.7 |
| 3. 1196 Queen St. E. | C1 V1 | CRL1U250 | Montreal Trust | 1300.6 |
| 4. 5 Brooklyn Ave. | R2 Z2 | R3 Z2 | Bovi Holdings | 631.7 |
| 5. 970 Queen St. E. | C1 V1 | CRL1U250 | Sunlife Assurance | 1960 |
| 6. 263 Logan Ave. | C3 V2 | R3 Z2 | J. Murtihoff | 1421 |
| 7. 771 Queen St. E. | C1 V1 | CRL2U200 | Bovi Holdings | 465.5 |
| 8. 705 Queen St. E. | C1 V1 | CRL2U200 | A. B. Johnston | 631.7 |
| 9. 678 Queen St. E. | C1 V1 | CRL2U200 | Ankham Discount | 609 |
| 10. 179 Broadview Ave. | C3 V2 | R3 Z3 | M. Parravano | 1579.3 |
| 11. 267 Broadview Ave. | R4 Z3 | CRL1U250 | Good Earth Development | 401 |
| 12. 220 Hamilton St. | R4 Z3 | R3 Z3 | G. L. Clarke | 380.8 |
| 13. 563 Gerrard St. E. | C1 V1 | CRL2U200 | Bowls Enterprises | 985.7 |
| 14. 355 Carlaw Ave. | R2 Z2 | R3 Z3 | P4P Management Ltd. | 1021.9 |
| 15. 131 Tiverton Ave. | R2 Z2 | R3 Z3 | V. Kennedy | 139 |



R4 Z3
R2 Z2
C3 V2
C1 V1
R4 Z3
R2 Z2
C3 V2
C4 V2
C2 V2
C2 V1
R4 Z3
C3 V1
C2 V2
C4 V2
C3 V2
I3 D7
G
SIMPSON AV
GERRARD ST
FIRST AV
DUNDAS ST E
QUEEN ST
EASTERN AV
BROADVIEW AV
LOGAN AV
CARLAW AV
BOSTON AV
BROOKLYN
LESLIE
PAPE AVENUE RECREATION CENTRE
CANADIAN NATIONAL
DON RIVER
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15

# 3.1

## POTENTIAL SITES FOR RESIDENTIAL INFILL

## SOUTH RIVERDALE

### OFFICIAL PLAN PART II STUDY

0 100 200m

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT
STEPHEN G. McLAUGHLIN, COMMISSIONER

COMMUNITY AND NEIGHBOURHOOD PLANNING DIVISION

APRIL 1984

REF. NO. 634/73078

When taken together then, these various forces: "gentrification", infill and conversion are and will be operating in Riverdale to alter its social and physical character. The changes are more subtle than those experienced through urban renewal; nevertheless, over time they will continue to transform Riverdale. One of the objectives of the Plan will be to ameliorate the negative and potentially negative effects of these trends and to encourage the beneficial spin-offs. With land use and planning controls in place which are sensitive to these changes, it should be possible to pursue a policy of selective and incremental rehabilitation and renewal without disrupting or compromising the physical characteristics of neighbourhoods in South Riverdale. The social composition of these neighbourhoods is another matter. Land use planning can indirectly influence socio-economic composition through zoning and housing policy. The property market, social preferences and the dynamics of intra-city population settlement patterns, however, will play a more important part in determining the social mix of neighbourhoods in South Riverdale.

### 3.1.6 Residential Improvement Programs

(i) Residential Rehabilitation Assistance Program

Low income homeowners within the area designated as the South Riverdale Redevelopment Area for the purposes of the Neighbourhood Improvement Program (see Section 3.5) are eligible to take advantage of the Residential Rehabilitation Assistance Program (R.R.A.P.). This program, funded by the Canada Mortgage and Housing Corporation (C.M.H.C) and administered by local municipalities, provides loans up to $10,000 to qualifying homeowners to carry out repairs to their houses. Up to $5,000 of this may be in the form of a grant, with the balance forming a low-interest loan. The amount of grant, and the applicable interest rate on the loan, are determined according to a formula which relates to the applicant's income and the amount of work to be carried out.

For the years 1976 - 1980, 43 homeowners in South Riverdale received financial assistance totalling $270,000 for structural, plumbing, electrical and heating improvements. This amounted to an average of $6,300 per household. South Riverdale received nearly twice as much under R.R.A.P. for this period as did the second most funded N.I.P. area - Queen/Lansdowne.

(ii) Ontario Home Renewal Program (O.H.R.P.)

In 1974, the province of Ontario introduced the Ontario Home Renewal Program (O.H.R.P.) to assist homeowners, whose current adjusted family income is less than $15,500 per year, in the repair of their homes.

Up to $7,500 is available to carry out essential repairs on such items as the heating, plumbing, electrical systems, and structural work. Four thousand dollars of this may be in the form of a grant. This program is available to all homeowners in Ontario who meet the income qualifications, and is not related in any way to the Neighbourhood Improvement Program.

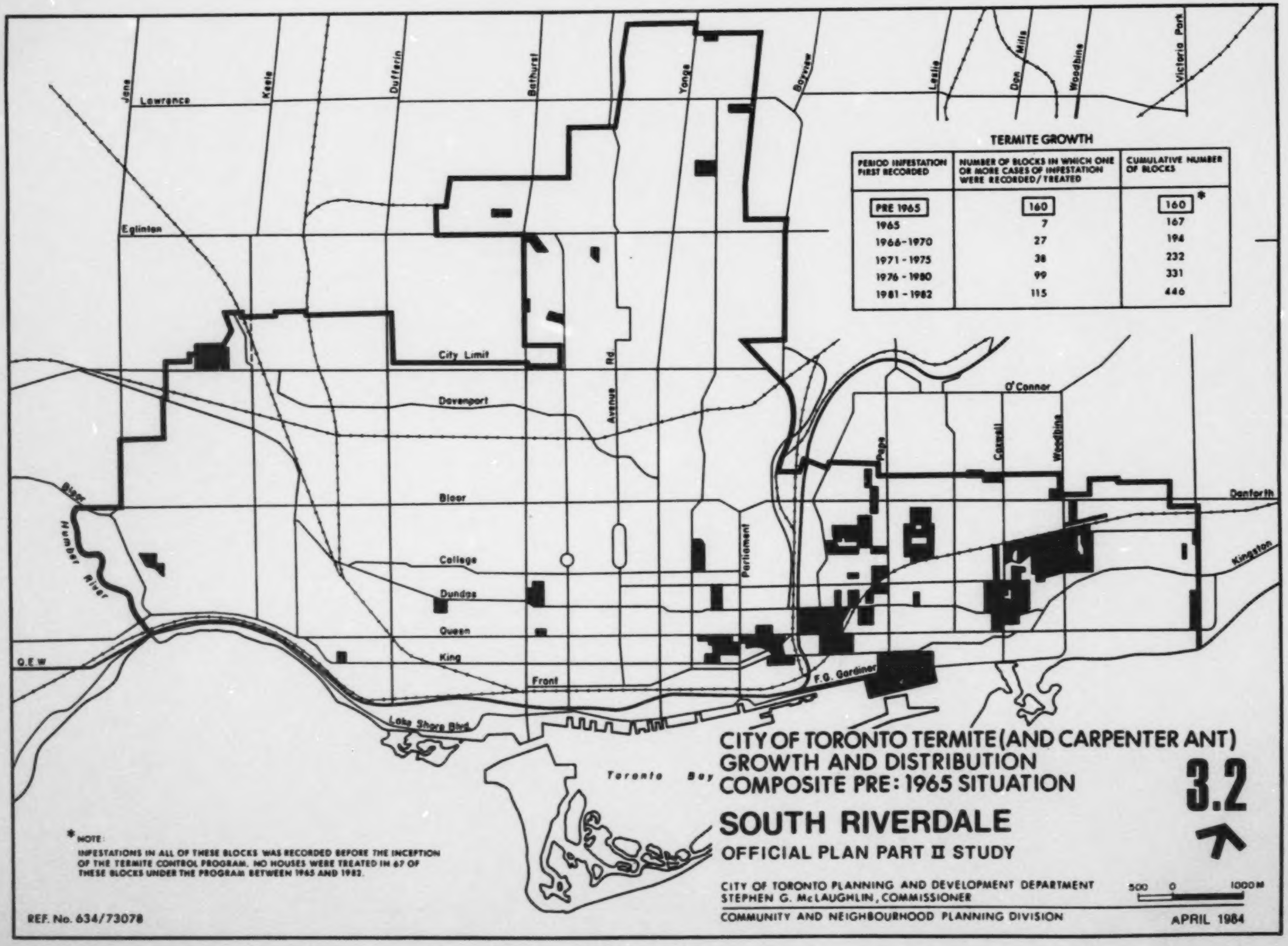
However, there are similarities in the way in which the two programs are administered. As with R.R.A.P., (the Federal program) the Ontario Home Renewal Program is administered by the Municipality. Under both programs the amount of money advanced as a grant and the interest rate on the loan portion is determined by a formula based on adjusted family income. The adjusted family income is determined by taking into account such factors as the total family income and the number of dependents.

(iii) Termites

Termite infestation in South Riverdale has been a serious threat to the housing stock for over two decades (see Maps 3.2 - 3.4). The seriousness of the problem was recognized by the City in the early 60's with the establishment of a Termite Control Program in 1965. Under the Program, homeowners may receive termite control grants from the Provincial Ministry of Environment equal to 60 percent of the total cost, up to a maximum of $2,000. The average cost for this treatment in 1982 was $2,146 for woodsoil separation and $541 for chemical treatment. In addition, homeowners are eligible for a grant from the City, up to a maximum of $125, toward the cost of chemical treatment and chemical damage.

East Toronto has been very severely affected by termites and it has also received the most treatment and grant allocations. Of 295 blocks in which one or more houses were treated between 1965 - 1982, 78 percent were in the East End. Of a total of 2,859 houses treated throughout the City since 1965, 2,486 or 87 percent have been in the East End.

A report prepared by the Planning and Development Department entitled, "Termites in Toronto - A Review and Evaluation of the Termite Control Program", discusses the termite problem in depth and makes recommendations to combat further infestations and alleviate the problem in those areas already infested.


Jane
Lawrence
Keele
Dufferin
Bathurst
Yonge
Bayview
Leslie
Don Mills
Woodbine
Victoria Park
Eglinton
City Limit
Avenue Rd
Davenport
O'Connor
Pape
Coxwell
Woodbine
Danforth
Bloor
College
Dundas
Queen
King
Front
Parliament
Kingston
Q.E.W.
Humber River
Bloor
Lake Shore Blvd
F.G. Gardiner
Toronto Bay
500 0 1000M

### TERMITE GROWTH

| PERIOD INFESTATION FIRST RECORDED | NUMBER OF BLOCKS IN WHICH ONE OR MORE CASES OF INFESTATION WERE RECORDED/TREATED | CUMULATIVE NUMBER OF BLOCKS |
|---|---|---|
| PRE 1965 | 160 | 160 * |
| 1965 | 7 | 167 |
| 1966-1970 | 27 | 194 |
| 1971-1975 | 38 | 232 |
| 1976-1980 | 99 | 331 |
| 1981-1982 | 115 | 446 |

# CITY OF TORONTO TERMITE (AND CARPENTER ANT) GROWTH AND DISTRIBUTION COMPOSITE PRE: 1965 SITUATION

## 3.2

## SOUTH RIVERDALE

### OFFICIAL PLAN PART II STUDY

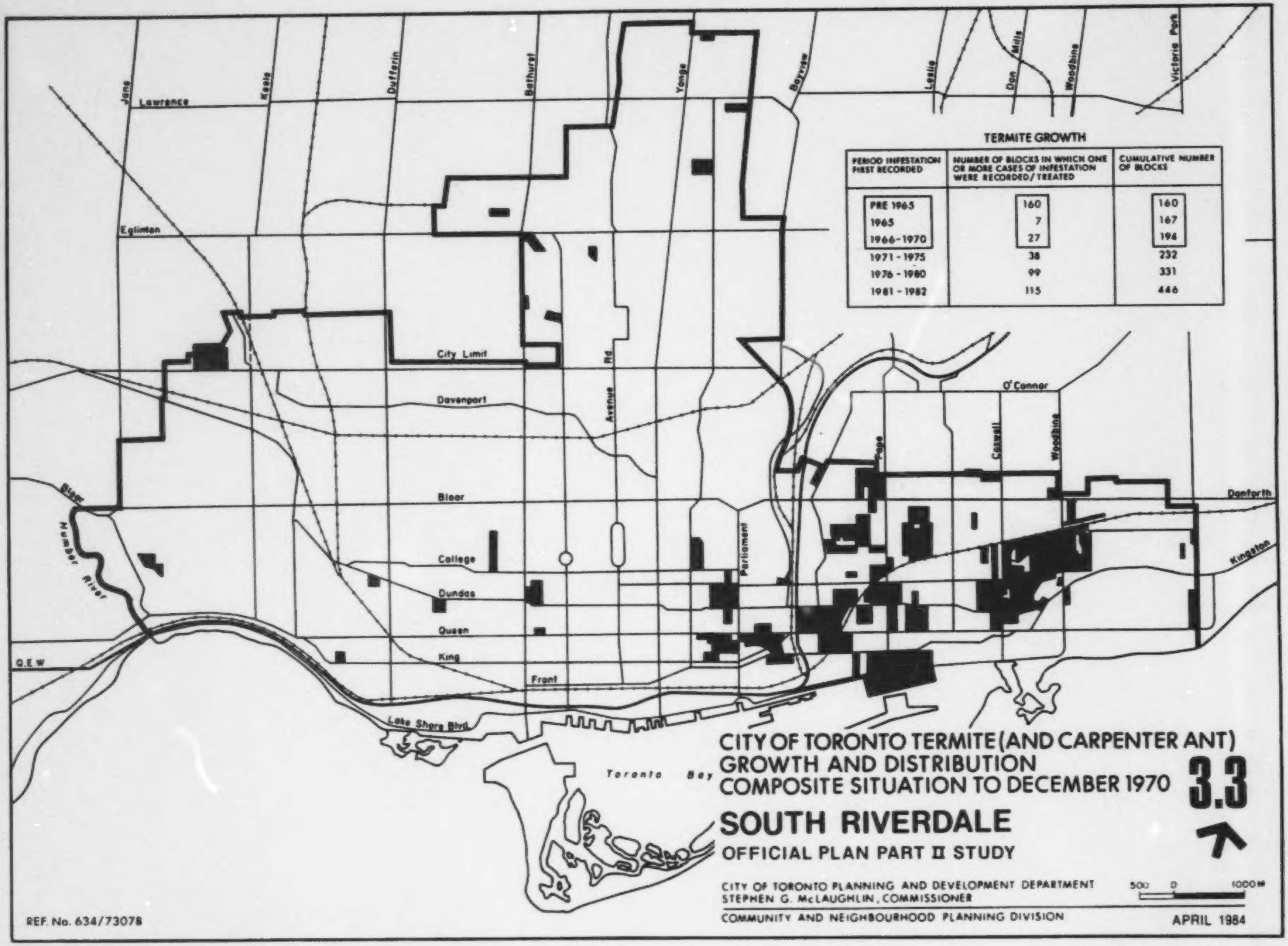
CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT
STEPHEN G. McLAUGHLIN, COMMISSIONER

COMMUNITY AND NEIGHBOURHOOD PLANNING DIVISION

APRIL 1984

* NOTE:
INFESTATIONS IN ALL OF THESE BLOCKS WAS RECORDED BEFORE THE INCEPTION OF THE TERMITE CONTROL PROGRAM. NO HOUSES WERE TREATED IN 67 OF THESE BLOCKS UNDER THE PROGRAM BETWEEN 1965 AND 1982.

REF. No. 634/73078


Jane
Lawrence
Keele
Dufferin
Bathurst
Yonge
Bayview
Leslie
Don Mills
Woodbine
Victoria Park
Eglinton
City Limit
Avenue Rd
Davenport
O'Connor
Page
Coxwell
Woodbine
Danforth
Bloor
Humber River
College
Dundas
Queen
King
Q.E.W.
Front
Parliament
Kingston
Lake Shore Blvd
Toronto Bay
3.3
500 0 1000M

**TERMITE GROWTH**

| PERIOD INFESTATION FIRST RECORDED | NUMBER OF BLOCKS IN WHICH ONE OR MORE CASES OF INFESTATION WERE RECORDED/TREATED | CUMULATIVE NUMBER OF BLOCKS |
|---|---|---|
| PRE 1965 | 160 | 160 |
| 1965 | 7 | 167 |
| 1966-1970 | 27 | 194 |
| 1971 - 1975 | 38 | 232 |
| 1976 - 1980 | 99 | 331 |
| 1981 - 1982 | 115 | 446 |

# CITY OF TORONTO TERMITE (AND CARPENTER ANT) GROWTH AND DISTRIBUTION COMPOSITE SITUATION TO DECEMBER 1970

## SOUTH RIVERDALE

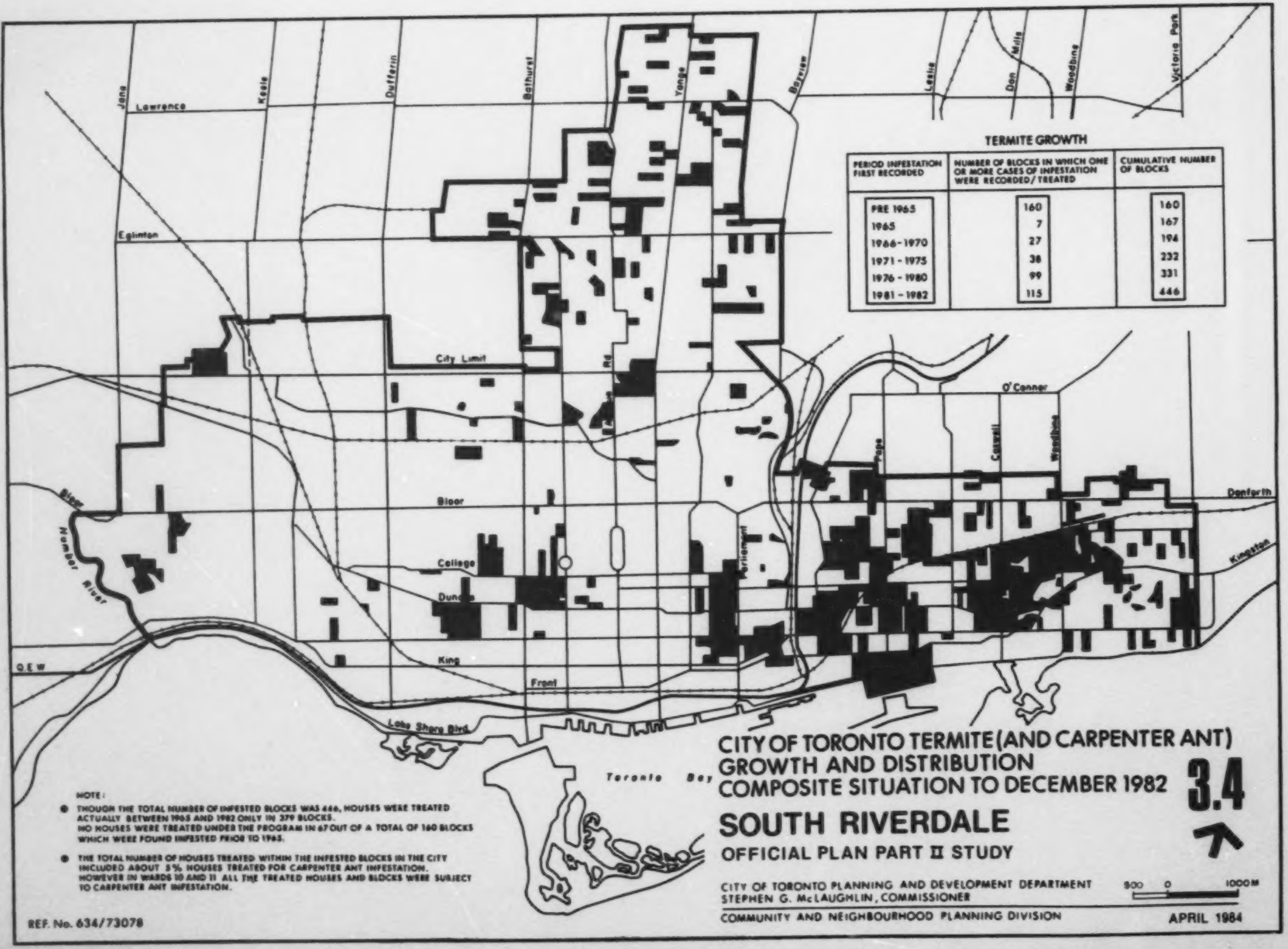
## OFFICIAL PLAN PART II STUDY

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT
STEPHEN G. McLAUGHLIN, COMMISSIONER

COMMUNITY AND NEIGHBOURHOOD PLANNING DIVISION

APRIL 1984

REF. No. 634/73078


Jane
Lawrence
Keele
Dufferin
Bathurst
Yonge
Bayview
Leslie
Don Mills
Woodbine
Victoria Park
Eglinton
City Limit
Rd
O'Conner
Pape
Coxwell
Woodbine
Danforth
Kingston
Parliament
Bloor
College
Dundas
King
Front
Lake Shore Blvd
Toronto Bay
Humber River
Q.E.W.
500 0 1000M

**TERMITE GROWTH**

| PERIOD INFESTATION FIRST RECORDED | NUMBER OF BLOCKS IN WHICH ONE OR MORE CASES OF INFESTATION WERE RECORDED/TREATED | CUMULATIVE NUMBER OF BLOCKS |
|---|---|---|
| PRE 1965 | 160 | 160 |
| 1965 | 7 | 167 |
| 1966-1970 | 27 | 194 |
| 1971 - 1975 | 38 | 232 |
| 1976 - 1980 | 99 | 331 |
| 1981 - 1982 | 115 | 446 |

# CITY OF TORONTO TERMITE (AND CARPENTER ANT) GROWTH AND DISTRIBUTION COMPOSITE SITUATION TO DECEMBER 1982

## 3.4

## SOUTH RIVERDALE

### OFFICIAL PLAN PART II STUDY

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT
STEPHEN G. McLAUGHLIN, COMMISSIONER
COMMUNITY AND NEIGHBOURHOOD PLANNING DIVISION

APRIL 1984

NOTE:

- THOUGH THE TOTAL NUMBER OF INFESTED BLOCKS WAS 446, HOUSES WERE TREATED ACTUALLY BETWEEN 1965 AND 1982 ONLY IN 379 BLOCKS. NO HOUSES WERE TREATED UNDER THE PROGRAM IN 67 OUT OF A TOTAL OF 160 BLOCKS WHICH WERE FOUND INFESTED PRIOR TO 1965.
- THE TOTAL NUMBER OF HOUSES TREATED WITHIN THE INFESTED BLOCKS IN THE CITY INCLUDED ABOUT 5% HOUSES TREATED FOR CARPENTER ANT INFESTATION. HOWEVER IN WARDS 10 AND 11 ALL THE TREATED HOUSES AND BLOCKS WERE SUBJECT TO CARPENTER ANT INFESTATION.

REF. No. 634/73078

(iv) Energy Conservation Community Outreach (ECCO)

The City of Toronto, through its Planning and Development Department, established a pilot program, ECCO, in South Riverdale to provide a coordinated advisory service to homeowners on energy conservation. The program began in May, 1982 and was jointly funded by the City and the Ontario Ministry of Energy. This marks the first time that a municipal government, with the cooperation of senior levels of government and utility companies, has taken the lead in providing a comprehensive energy conservation program.

ECCO staff are located at 16 Howland Road, the Ministry of Municipal Affairs and Housing's residential energy retrofit project. The house provides many excellent examples of energy conservation techniques that can be used in new and older homes. Admission to Howland House is free and is a must for homeowners interested in renovation or applying energy conservation measures to their own homes.

## 3.2 Industry

### 3.2.1 Introduction

The exodus of industries, which began after the Second World War, continues today and has left the City of Toronto with a greatly diminished industrial base. Consequently, it is the fundamental goal of the City's industrial policy, as embodied in the 1978 Part 1 Amendments for industry, that the City's existing industrial base be retained. Accordingly, it is an objective of the policy to consolidate industrial activity in areas considered viable for continued industrial use and to reserve those lands exclusively for industry, prohibiting commercial and residential use which might compete with and undermine industry. The new industrial policy also recognizes that more stringent controls are required for industrial activities which are interspersed with or adjacent to residential or commercial areas than for those which are segregated from such uses.

These policies have particular relevance to South Riverdale since the area is one of the most mixed residential/industrial areas of the City. The interface of industrial and residential uses in the Knox/Eastern area, east of Leslie Street and south of Queen Street, is particularly notable. This area, as well as the predominantly industrial area south of Eastern Avenue and west of Leslie Street, has been the subject of an Official Plan Part II study over the last few years. These studies preceded the present study since the need to resolve conflicts between industrial and residential uses in these areas was felt to be of primary importance.

The remaining pockets of industry in South Riverdale contained within this Part II study are the subject of analysis in this section. The guiding question behind the industrial land use policies which will follow in the Part II Plan is: Does South Riverdale offer a viable location for continued industrial activity? And, if so, what type of industry, what are the existing and future requirements of these industries and what is the anticipated health of industry in South Riverdale over the medium term (ie. 10 - 15 years)?

### 3.2.2 Method

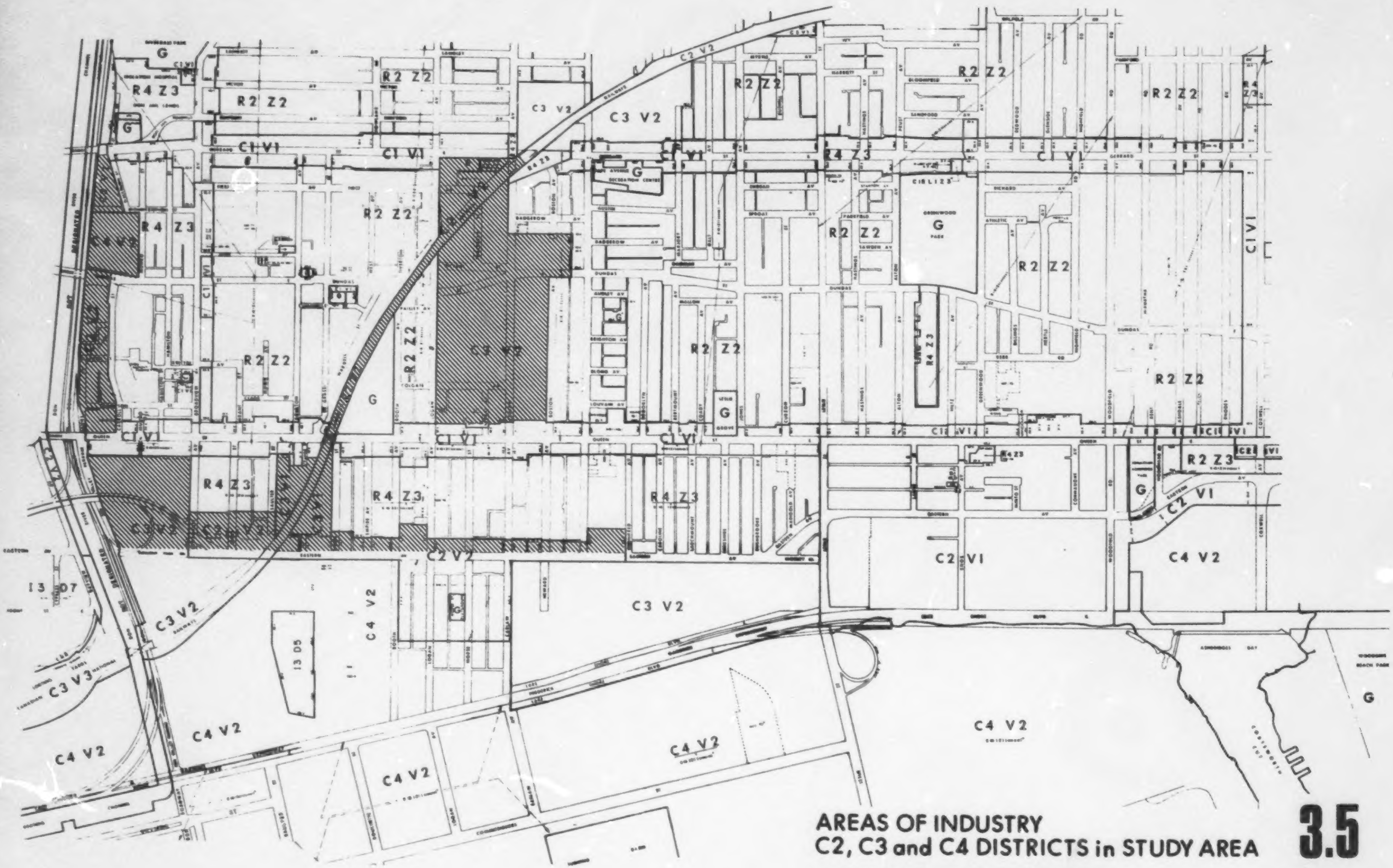
Three sources of information were used in the study of industrial activity in South Riverdale. The City's property data file provides general information on land use, floor area devoted to each use, parking and zoning information. This file is updated regularly and provides the most current information on the number and type of industrial uses in South Riverdale. As well, a survey of employers is carried out each year to determine the number of employees at each business establishment in Metropolitan Toronto. Employment is broken down by activity codes similar to the Standard Industrial Classification (S.I.C.) These sources of information, while providing useful information on current aspects of industrial activity, do not provide for a sufficient understanding of the particular problems or dimensions of industrial activity in South Riverdale. Recognizing this, a detailed survey was undertaken to obtain information on as many industries in South Riverdale as possible.

A total of 101 industries were identified by the 1981 Metro Employment Survey. This included a number of public utilities, public parking lots, firms which had recently moved and some vacant industrial uses. Extracting these establishments, we were left with 76 private industrial establishments. Attempts were made to contact all of these firms so that in-person interviews could be conducted. During the month of May, 1983, interviews were held with 58 industries in South Riverdale. This represented approximately 75 percent of private industries in South Riverdale and more than 72 percent of the industrial employment. In most cases, owners, general managers or presidents were interviewed since these individuals were able to provide the most informative responses to the detailed questions contained in the survey. (A sample of the questionnaire is contained in Appendix A). This questionnaire provided invaluable information on the problems encountered by local industries, their anticipated production plans and details on firm characteristics.

### 3.2.3 Description

Industry in South Riverdale, north of Eastern Avenue, has traditionally been concentrated in a narrow corridor along the Don Valley between Eastern Avenue and Gerrard Street and in the relatively homogeneous Carlaw industrial node situated between Logan Avenue, Boston Avenue, Gerrard Street East and Queen Street East (see Map 3.5). A number of smaller enclaves of industrial land use persist on the north side of Eastern Avenue and adjacent to the C.N.R. right-of-way.

The 1981 Metro Employment Survey recorded 76 industrial firms (not including public utilities, parking lots etc.), employing 4,163 workers (see Table 3.6). The three leading industrial categories in terms of employment are clothing (29.1 percent), chemical products and miscellaneous processes (18.2 percent), and the assembly of hardware, electrical and household appliances (14.1 percent). Map 3.6 illustrates the location of these industrial activities in South Riverdale.


G
R4 Z3
R2 Z2
C1 V1
C3 V2
C2 V2
R4 Z3
C3 V2
R2 Z2
G
C1 S1 Z3
R4 Z3
C1 V1
R2 Z3
C2 V1
C2 V2
C3 V2
C4 V2
I3 D7
I3 D5
C3 V3
C4 V2
G
0
100
200m

## AREAS OF INDUSTRY
## C2, C3 and C4 DISTRICTS in STUDY AREA

## 3.5

# SOUTH RIVERDALE

## OFFICIAL PLAN PART II STUDY

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT
STEPHEN G. McLAUGHLIN, COMMISSIONER

COMMUNITY AND NEIGHBOURHOOD PLANNING DIVISION

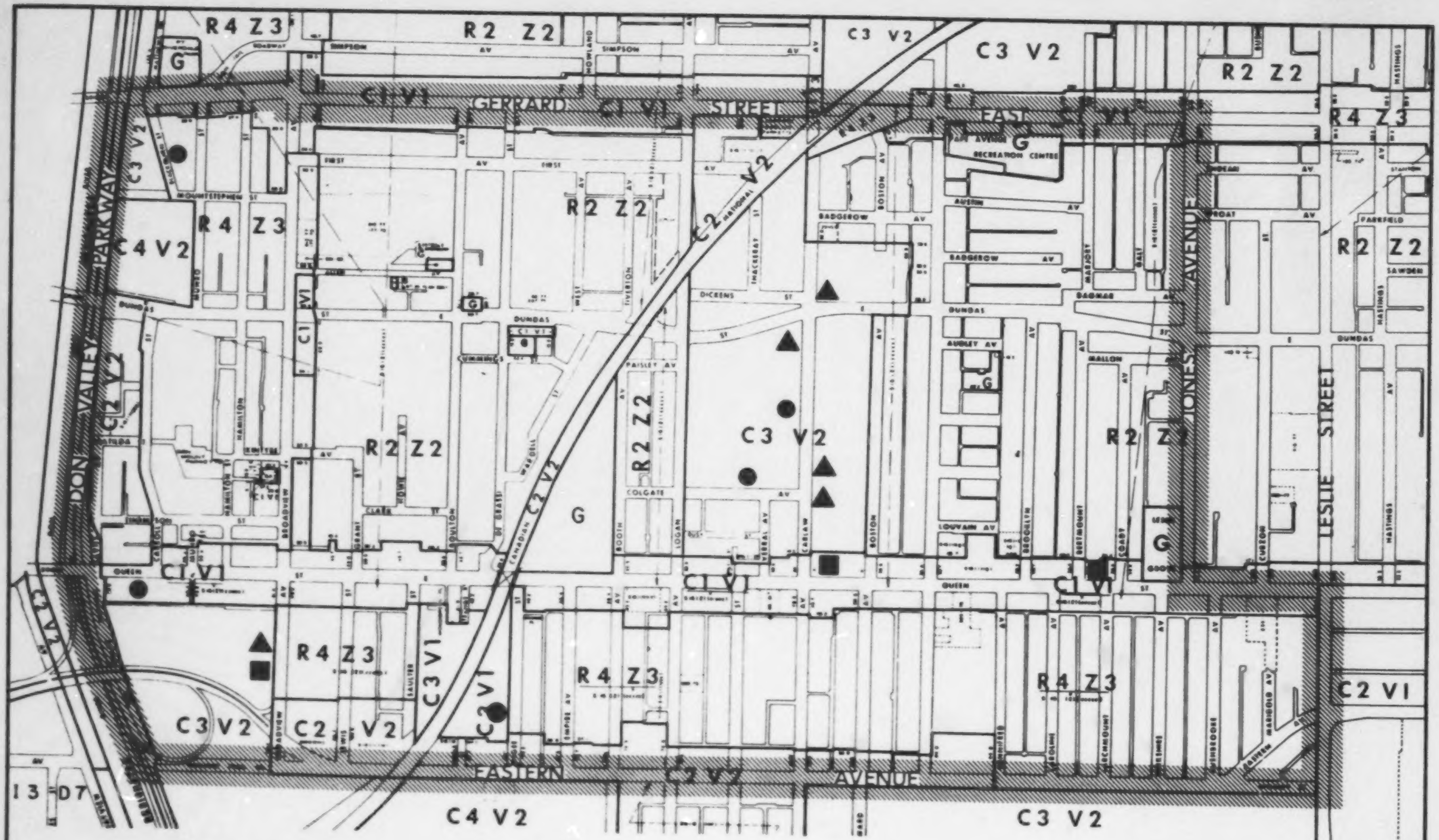
APRIL 1984

## TABLE 3.6

## INDUSTRIAL FIRMS AND EMPLOYMENT

| Type of Activity | # of Firms | # of Employees | Percent of Total Industrial Employment |
|---|---|---|---|
| Food Processing | 5 | 553 | 12.8 |
| Clothing | 5 | 1,212 | 29.1 |
| Miscellaneous Manuf. | 5 | 457 | 11.0 |
| Processing and Manuf. of Leather, Textiles Rubber, Pape & Wood Prod. | 2 | 332 | 8.0 |
| Chemical Prod. and Misc. Processes | 5 | 759 | 18.2 |
| Assembly of Hardware, Electrical Household Appliances | 6 | 588 | 14.1 |
| Misc. Products Assembly | 6 | 66 | 1.6 |
| Metal Products | 3 | 14 | .3 |
| Warehousing/Storage | 20 | 53 | 1.3 |
| Printing & Publ. Books, Films, Records | 15 | 101 | 2.4 |
| Scrap Metal Recycling | 2 | 14 | .3 |
| Utilities | 2 | 14 | .3 |
| Total | 76 | 4,163 | 100% |

Source: Metro Toronto Employment Survey, 1981.


R4 Z3
R2 Z2
C3 V2
C3 V2
R2 Z2
G
C1 V1
GERRARD
C1 V1
STREET
EAST
C1 V1
R4 Z3
C3 V2
C4 V2
R4 Z3
R2 Z2
C2 V2
R2 Z2
AVENUE
DON VALLEY PARKWAY
C2 V2
C1 V1
R2 Z2
G
R2 Z2
C3 V2
JONES
LESLIE STREET
G
C1 V1
C1 V1
C1 V1
R4 Z3
C3 V1
C2 V1
R4 Z3
R4 Z3
C2 V1
C3 V2
C2 V2
EASTERN
C2 V2
AVENUE
I3 D7
C4 V2
C3 V2
DUNDAS
QUEEN
RECREATION CENTRE

▲ CLOTHING FIRMS

■ FOOD PROCESSING AND PACKAGING FIRMS

● CHEMICAL PRODUCTS AND MISCELLANEOUS PROCESSES

SOURCE: METROPOLITAN TORONTO EMPLOYMENT SURVEY, 1981

REF NO 634/73078

## LOCATION OF MAJOR THREE INDUSTRIAL ACTIVITIES IN SOUTH RIVERDALE

## 3.6

## SOUTH RIVERDALE

OFFICIAL PLAN PART II STUDY

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT
STEPHEN G. McLAUGHLIN, COMMISSIONER
COMMUNITY AND NEIGHBOURHOOD PLANNING DIVISION

0 100 200m

APRIL 1984

### 3.2.4 Employment Characteristics

It is difficult to describe an average employer in this area. In fact, there are two distinct types and on the basis of the data from the Metro Toronto Employment survey (1981) or the recent employer interviews, most of the firms in the area fall into one category or the other.

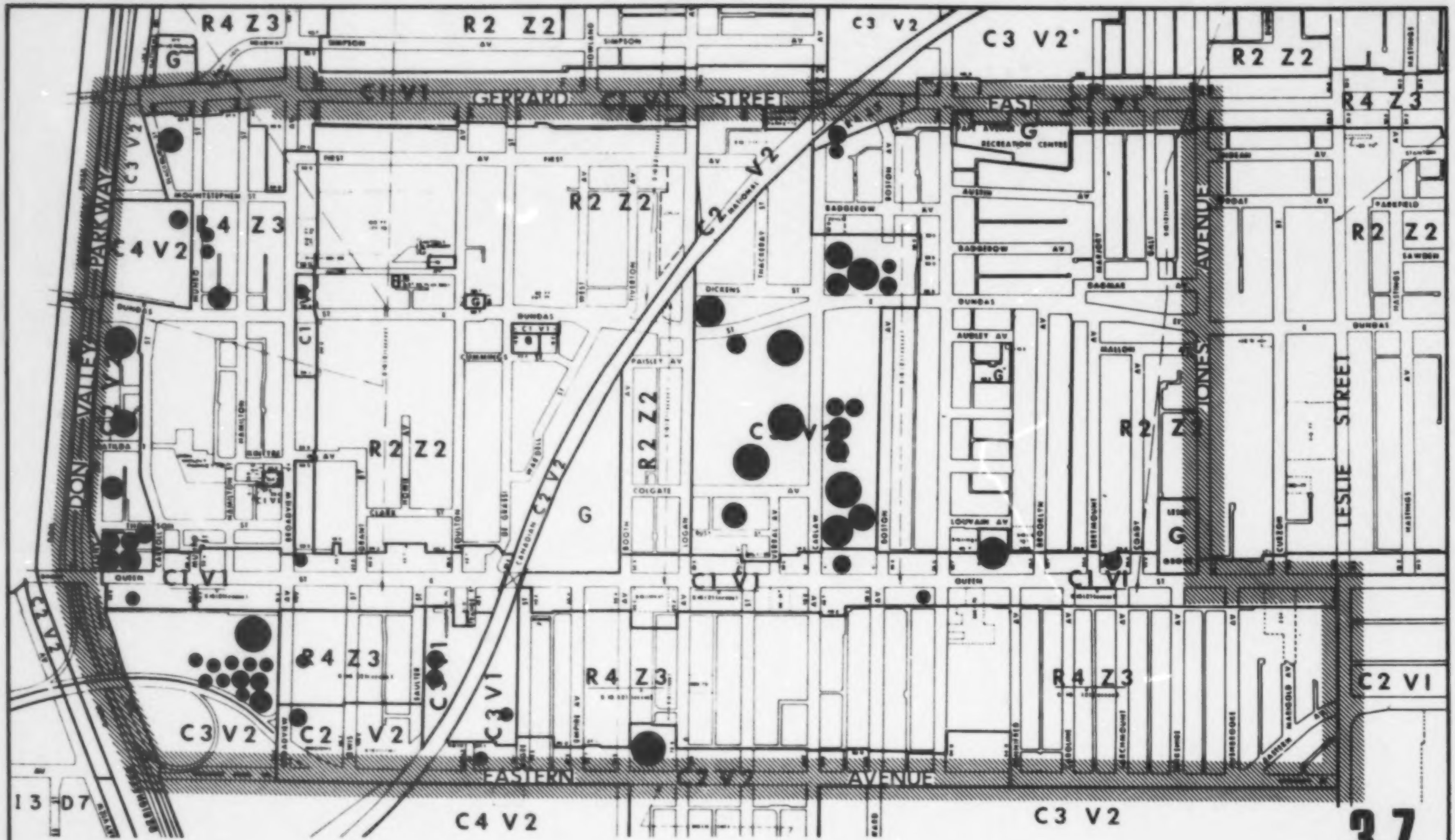
On the one hand, there are a few very large employers and almost all of them are in the manufacturing sector and geographically grouped in the Carlaw Avenue area. These firms employ an average of 100 people and as many as 500. Of the 58 firms interviewed, 5 or 6 accounted for nearly 70% of the total workforce. On the other hand, more than half of the firms (31) had ten or less employees. These were more widely distributed geographically in terms of industry type and, perhaps understandably, tended to be more recent arrivals in South Riverdale (see Map 3.7).

#### (a) Part-time/Seasonal Fluctuation

The part-time and seasonal employment included in the total figures for South Riverdale amount to only 10% of the total. Such employment is distinct from full-time permanent employment and is only of significance in the manufacturing sector. One in five of the firms indicated that significant fluctuations in the full-time workforce could occur in the future, (changes of 20% or more of the employed workforce total). Firms were also asked what level of staff turnover occurred each year, and an average turnover rate of 13% was reported.

#### (b) Shifts

An added dimension to employment intensity and character is provided in terms of shift work patterns. The vast majority of the firms in South Riverdale confine their activities to a single shift system and, in the event of substantial growth, would not initiate a shift system. However, six employers operate a shift system and these, understandably, include major employers in the area with a high level of capital investment upon which a return must be made.


GERRARD STREET EAST
EASTERN AVENUE
JONES AVENUE
LESLIE STREET
DON VALLEY PARKWAY
QUEEN
DUNDAS
CANADIAN NATIONAL
C1 V1
C2 V2
C3 V2
C3 V2'
C4 V2
C3 V1
C2 V1
R2 Z2
R4 Z3
I 3 D7
G

● 0 – 5 EMPLOYEES

● 6 – 20 EMPLOYEES

● 21 – 50 EMPLOYEES

● 51 –100 EMPLOYEES

● 101 – 200 EMPLOYEES

● > 200 EMPLOYEES

SOURCE: METROPOLITAN TORONTO EMPLOYMENT SURVEY, 1981

REF NO. 634/73078

## 3.7

## INDUSTRIAL LOCATION AND EMPLOYMENT (1981) BY FIRM SIZE

## SOUTH RIVERDALE

OFFICIAL PLAN PART II STUDY

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT
STEPHEN G. McLAUGHLIN, COMMISSIONER

COMMUNITY AND NEIGHBOURHOOD PLANNING DIVISION

0 100 200m

APRIL 1984

Although only six firms operate shift work, the fact that they are large firms means that large numbers of employees can be involved. Hours of operation is an area of potential conflict with adjacent residential communities. The types of industrial sectors likely to generate disproportionately large degrees of disruption did not operate shift work.

### (c) Employment Changes - The Longer Term

Figures on employment for the longer term are more difficult to asssess. While asking firms that are still operating what their position was five years previously provides some guidance, it excludes employers who have left the area in the last five years or employers who may have come and gone. The Domtar property is an example of a substantial employer (170 employees) lost recently.

In overall terms, the employed workforce in South Riverdale is, according to the survey, 15% greater in 1983 than it was in 1978. An extra 350 persons now work in the manufacturing sector. Most of the other sectors have not changed significantly. An exception is wholesaling, which now employs 50% more people.

In an area dominated by industries often conventionally seen as economically vulnerable e.g. clothing manufacturers, and in a period of time during which severe difficulties have been experienced in the economy, South Riverdale would seem to have experienced significant growth. Firms were invited to predict their labour requirements for the next five years and their expectations for the future remained bouyant.

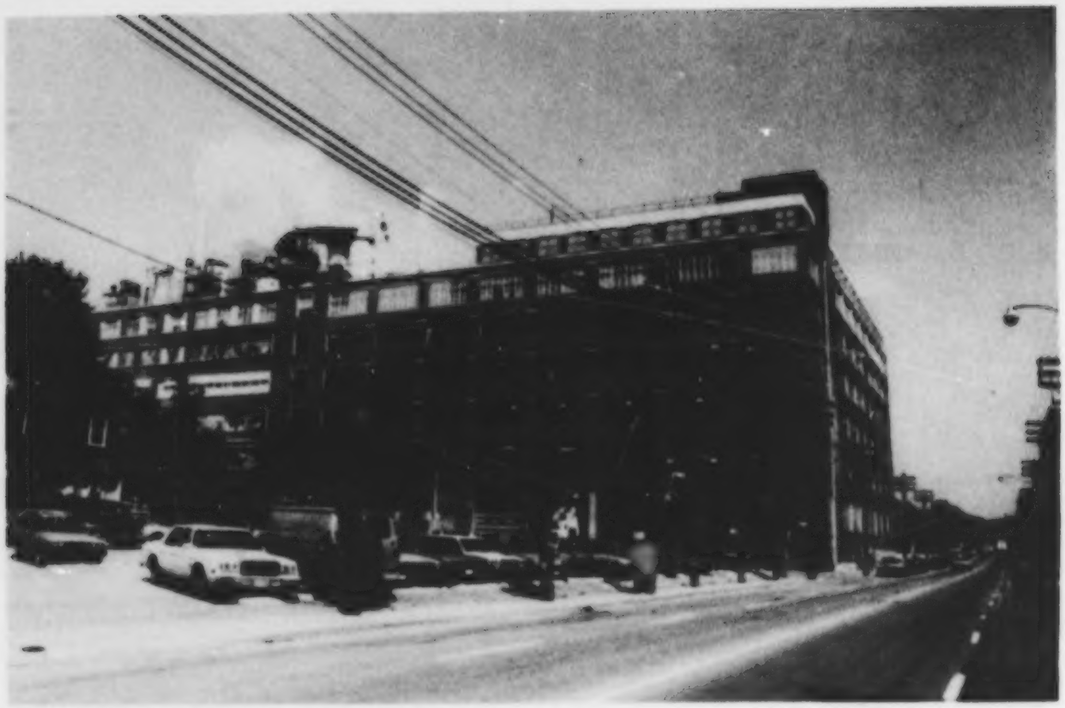
Only two firms expected to have a smaller workforce in five years time, while 38 firms (or 65%) of those surveyed expected at least some increase. The rest, almost one in three of all firms, anticipated a workforce of similar size to the present level. Looking at the net effect of these projections, more than 350 new jobs might be created by existing firms in South Riverdale by 1988, a 12% increase.

TABLE 3.7

LABOUR PROJECTIONS FOR FIRMS IN SOUTH RIVERDALE

| Labour Forecast | Labour next 5 Years | |
|---|---|---|
| Increase | 65.5 | (38) |
| No change | 31.0 | (18) |
| Decrease | 3.5 | ( 2) |

* Actual numbers of firms given in brackets.



*Colgate-Palmolive is located on Carlaw Avenue. It is a prime example of a large firm with significant capital investment in their land and buildings.*

*Domtar which is located just north of Colgate-Palmolive, recently moved to another location. The new owners are in the process of converting the building into a "Space Place", for the storage of such items as office furniture.*

### (d) Tenure

Firms were asked whether they owned or rented their premises. Fifty-nine percent (34 firms) indicated that they rented while the remainder 41% (24 firms) indicated that they owned their premises. A hybrid tenure situation also seems to exist whereby some large firms who own their premises rent out or are seeking to rent out some of their accommodation.

The basic tenure pattern of ownership and rental can be viewed within the context of two other factors. Firstly, how long firms have been established within South Riverdale and, secondly, what is the status of the operations e.g. are the premises the sole accommodation, a headquarters or a branch plant? In South Riverdale, the picture that emerges is one of stability. Of the 58 firms interviewed, the average length of time they had been in their South Riverdale location was almost 17 years. For some large firms with a high level of capital investment in their site, the association with the area was much longer. For almost 90% of firms, the South Riverdale premises represented the head office or plant.

### 3.2.5 Employee Characteristics

Skill levels, pay levels, and where workers are drawn from are all related. Other things being equal, the higher the level of skills, the higher will be the level of pay and the wider the area from which labour is recruited. This varies for men and women.

### (a) Men/Women

The 58 firms employ 2983 people in all, including part-time and seasonal workers. The rates between male and female workers making up this total is extraordinarily balanced. The total picture nevertheless hides localized differences. Table 3.8 indicates that manufacturing employs a much higher proportion of women than any other sector. While the other industrial sectors put together only account for 10% of total employment, they are markedly male-oriented. Certain potential implications are clear: were a shift away from the traditional clothing firms employing low skill, low pay jobs to occur, female employees would likely be displaced, and a shift towards more diversified industries in the area would probably also favour male employment.

### (b) Skill Levels

Table 3.8 also provides a detailed breakdown in terms of skill levels and differences between types of industry. Perceptions and assessments of skill were grouped into four categories ranging from virtually no skill whatever to highly skilled where job specific training might have extended over more than four years. Thirty-seven percent of the total workforce was considered skilled or highly skilled. There are significant differences between manufacturing and other sectors. In sectors other than manufacturing there seem to be significantly higher proportions of skilled and highly skilled workers. However, the general picture that emerges is that, if a local industrial worker was stopped in the street, he or she would most likely be a semi-skilled worker, perhaps in the clothing industry, who had required less than one year's specific training.

### (c) Income

Earnings translated from hourly rates to an annual income equivalent indicate some 60% of workers earn less than $17,000 per annum. These figures compare with the figures for Toronto as a whole and an average in the manufacturing industry of just under $14.00 per hour, or approximately $27,000 per annum. (August 1983, Employment Earnings and Hours). Clearly, workers in South Riverdale seem to earn substantially below the average for Toronto.

### (d) Journey to Work

Today, about one in six of all industrial workers in South Riverdale (17%) live less than a mile from work.

Forty-three percent of all workers live elsewhere within the City of Toronto, while the remaining 40% live beyond the City, elsewhere in Metro or still further out. The picture then is of a significant element of locally residing employees but with the majority of workers needing to commute either by public transport or private car. Almost three-quarters of all firms have off-street parking spaces, amounting to 1158 in all averaging 27 spaces per firm. Large employers, such as Colgate or General Bakeries for example, have prominent car parking facilities. On the other hand, a number of large firms in manufacturing recruit a more locally-based workforce. Access to good public transport for employees is listed as an important factor by several firms when considering the benefits of South Riverdale.

### TABLE 3.8

### SECTORAL CHARACTERISTICS OF INDUSTRIES
### SOUTH RIVERDALE PART II

| Industrial Sector (S.I.C.) | Primary Function % |  | EMPLOYMENT CHARACTERISTICS |  |  |  |  |  |  |
|---|---|---|---|---|---|---|---|---|---|
|  | No. of Firms | Gross Floor Area | Total Employment % | Male | Female | Un-Skilled | Semi-Skilled | Skilled | Highly Skilled |
| Manufacturing | 54 | 86 | 89.9 | 48.0 | 52.0 | 12.3 | 51.6 | 22.0 | 14.1 |
| Wholesaling | 14 | 1 | 2.3 | 63.4 | 36.6 | 23.9 | 42.3 | 25.4 | 8.4 |
| Trucking | 5 | 2.5 | .7 | 86.4 | 13.6 | 31.8 | 4.5 | 27.3 | 36.4 |
| Service | 7 | 5.5 | 4.4 | 66.4 | 33.6 | 14.5 | 35.1 | 37.4 | 13.0 |
| Storage | 9 | 4.0 | .8 | 61.5 | 38.5 | 19.2 | 34.6 | 23.1 | 23.1 |
| Printing | 5 | 1.0 | 1.0 | 67.6 | 32.4 | 2.9 | 32.2 | 17.6 | 47.2 |
| Other | 5 | 1.0 | .6 | 94.1 | 5.9 | 70.6 | 29.4 | - | - |
| TOTAL | 100 | 100 | 100* | 50.0 | 50.0 | 13.0 | 50.0 | 23.0 | 14.0 |
| ACTUAL NOS. | 58 | 2381408 | 2983 |  |  |  |  |  |  |

* % May Not Total 100

SOURCE: CTPB (1983) SOUTH RIVERDALE INDUSTRIAL SURVEY

## TABLE 3.9

## INDUSTRIAL EARNINGS IN SOUTH RIVERDALE

| Per Hour | | Full Time Annual Equivalent (approx.) | No. | % |
|---|---|---|---|---|
| up to | $5 | $9,500 | 510 | 17 |
| | $7 | $13,500 | 600 | 20 |
| | $9 | $17,000 | 704 | 24 |
| | $11 | $21,000 | 608 | 20 |
| | $13 | $25,000 | 214 | 7 |
| more than | $13 | $25,000 + | 341 | 11 |

There has been a growth in the number of workers in South Riverdale and it is to be expected that the general trend for workers to live further from their workplace and commute longer distances, possibly by car, will increase. However, the number of workers who live in the vicinity of their place of work in South Riverdale is generally higher than in other industrial areas.

### 3.2.6 Floorspace

The firms interviewed occupied 2,381,408 square feet of industrial floorspace in South Riverdale, giving an average for each firm of approximately 41,000 square feet. In order to take into account firms in South Riverdale not interviewed, a simple projection of the figures has been applied (see Table 3.10) and this indicates a total industrial floorspace of approximately 3 million square feet.

Almost 70% of the firms interviewed had the same amount of floorspace in 1983 as they had five years previously. Firms were asked about their expectations over the coming five year period to 1988. Again, a broad majority (almost 60%) anticipated no change in their floorspace holdings. Only two firms (3.5%) expected a decrease in their floorspace holdings and the remainder, almost 40% of firms, expected to expand and in five years time to occupy more floorspace than at present (see Table 3.11).

### TABLE 3.10

### NET FLOOR SPACE REQUIREMENTS FOR SOUTH RIVERDALE INDUSTRIES BASED ON PROJECTIONS

| | Firms Interviewed (58) | Projection for 76 Firms |
|---|---|---|
| Floorspace Existing | 2,381,408 sq.ft. | 3,000,000 sq.ft. |
| Average per Firm | 41,058 | 41,058 |
| Expected Floorspace Reduction | 24,000 | 31,500 |
| Expected Floorspace Increase | 252,700 | 300,000 approx. |
| Expected net change in Floorspace as a % of existing | 9% - 10% | 9% - 10% |

### TABLE 3.11

### FIVE YEAR INDUSTRIAL FLOORSPACE PROJECTIONS FOR SOUTH RIVERDALE

| Floorspace | Floorspace Next 5 Years |
|---|---|
| Increase | 38.5% (22) |
| No change | 58.0% (33) |
| Decrease | 3.5% (2) |
| Not Recorded | (1) |

Actual numbers of firms given in brackets.

However, these industrial indices are based exclusively on returns from enterprises successfully operating in the area. It is difficult, if not impossible, to make an assessment for firms that have either failed or left the area. In addition, it is understandable that firms would tend to take, in the long term, an optimistic rather than a pessimistic outlook. Therefore, given that 38.5% of the firms expect an increase in floorspace in the next five years while 3.5% expect a decrease, a figure of approximately a 10% increase in net floorspace is probably realistic. Table 3.10 projects what this means in terms of actual floorspace.

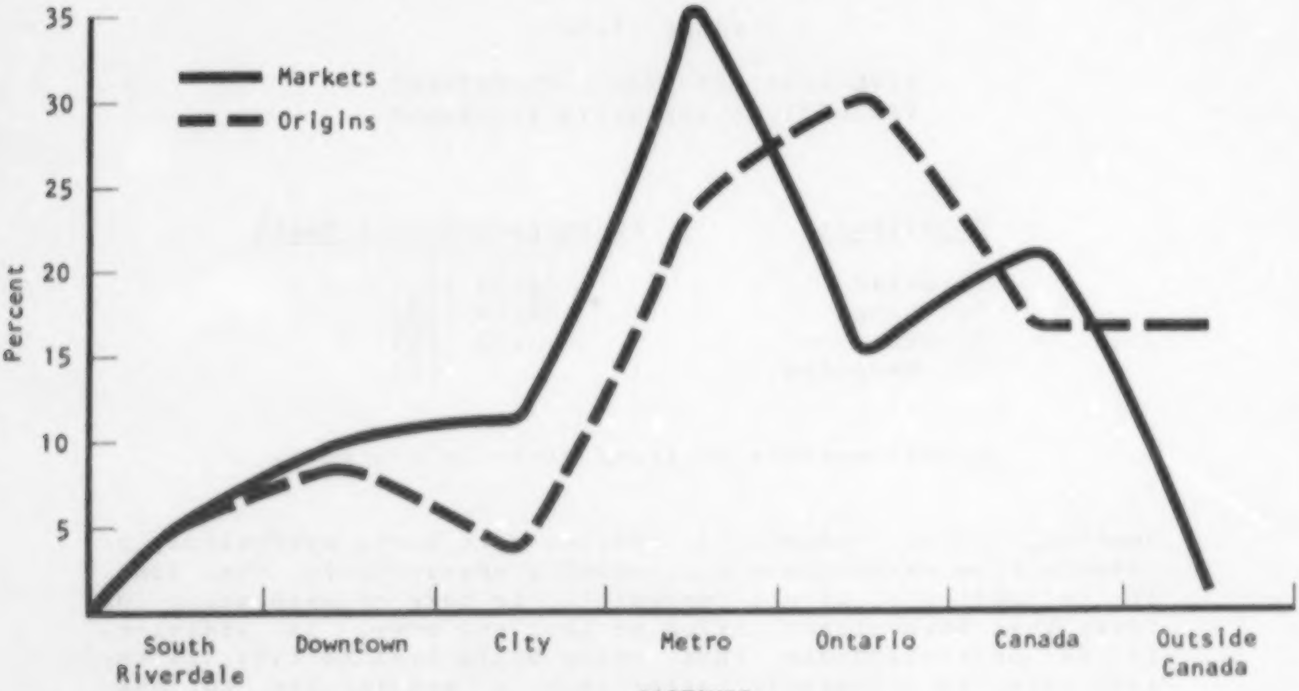
Firms were keen to maintain a range of options on how to accommodate any growth. However, almost half of the firms that anticipated expansion indicated that it would take place outside South Riverdale; for example, with the establishment of a branch plant or, more drastically in the case of six firms, the complete relocation of the firm on an enlarged site elsewhere. However, a preparedness to move was often hedged with preconditions, for example, that the rental be no greater at present.

### 3.2.7 Rental Rates

Figure II indicates the range of rental values quoted by firms renting in South Riverdale. An average for South Riverdale of $2.80 per square foot emerges.

FIGURE II:

ORIGINS AND MARKETS OF INDUSTRIAL FIRMS IN SOUTH RIVERDALE



Source: Survey of Industrial Firms South Riverdale (1983)

Rental levels depend on the interplay of so many factors that detailed interpretation or comparison is of only limited value. For example, factors such as size of unit, age and soundness of building and provision of amenities and infrastructure have a major impact on rental worth. However, in general terms and assuming the range of factors overall is not significantly better or worse in South Riverdale compared with the rest of the City, the rental level and spread in the area is considered competitive. Firms were asked to indicate a rental level they might consider were they faced with a move or expansion. Just under half the firms were able to respond. Of these, 50% (12 firms) would seek a similar rent level and almost all of the others would be prepared to pay more (in return for improved accommodation).

### 3.2.8 Likes and Dislikes

The likes and dislikes of firms located in South Riverdale can perhaps be better viewed as the particular strengths or commitments and the weaknesses that they perceived affecting them.

It is clear from Table 3.12 that almost all firms were able to identify something very specific about South Riverdale that they valued. Almost half the responses can be grouped into two categories. Firms were particularly mindful of the capital investment represented in their existing premises and they valued their access to markets. Accessibility of workers to their premises was also highly valued.

Table 3.13 lists responses regarding disadvantages.

Two of the finds are worth highlighting. Firstly, a large number of firms, 19 or one in every three, came out clearly with the view they had no problems. The only significant operational problem to emerge was the lack of room to expand. Ten firms mentioned operational trucking problems but not as a principal problem. Very few firms saw the area, the old buildings, building maintenance or parking as a problem. On the other hand, factors not associated with location or land use issues seems to loom much larger in affecting a firm's operation. For example, firms were asked "if the plant were forced to close, what would be the most likely reason?". No one outstanding vulnerability was identified, but four factors together accounted for more than 60% of the responses. They were, insufficiency of capital, domestic competition, foreign competition and market growth.

## TABLE 3.12

## ADVANTAGES OF SOUTH RIVERDALE LOCATION

| Factor | % and (No. of Firms) | Giving Factor as a primary advantage |
|---|---|---|
| Existing Capital or Plant Investment | 22% | (12) |
| Access to Market | 20% | (11) |
| Access to Labour | 17% | (9) |
| (low) rent or land costs | 15% | (8) |
| Access to suppliers | 11% | (6) |
| Suitable existing building | 4% | (2) |
| Room to expand | 2% | (1) |
| Access to public | 2% | (1) |
| Other | 7% | (4) |
| No response | – | (4) |
| | 100% | (58) |

## TABLE 3.13

## DISADVANTAGES OF SOUTH RIVERDALE LOCATION

| Factor | % and (No of Firms) | Giving Factor as a Primary Disadvantage |
|---|---|---|
| None i.e no disadvantage | 33 | (19) |
| Lack of expansion space | 24 | (14) |
| Need or cost of premises repair | 12 | (7) |
| Insufficient parking | 9 | (5) |
| Land use uncertainty | 7 | (4) |
| Unattractive local area | 4 | (2) |
| Inadequate labour supply | 2 | (1) |
| Other | 9 | (5) |
| No response | - | (1) |
| | 100% | (58) |

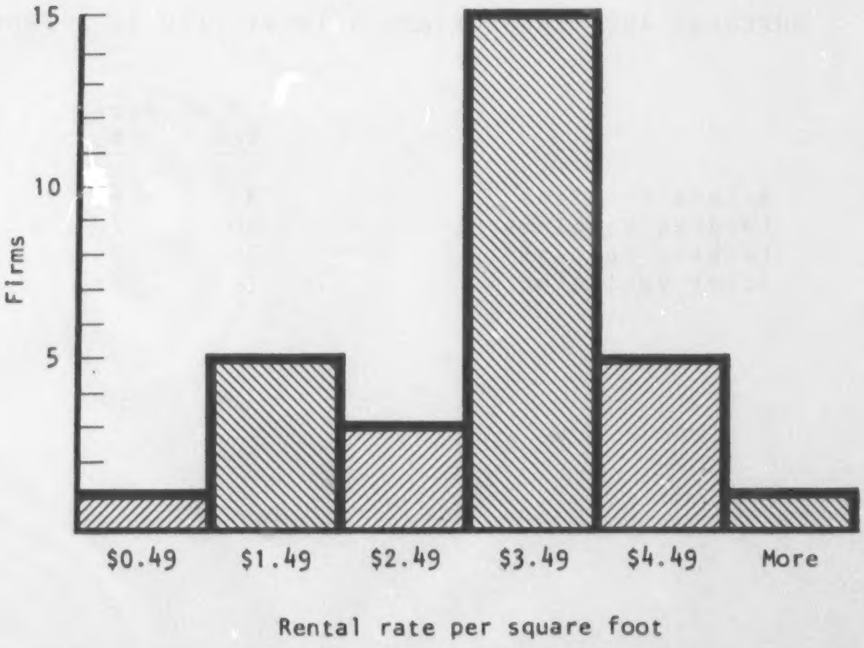
### 3.2.9 Linkages

Figure III indicates in a generalized way the origin of inputs and the destinations of outputs; in other words, the location of suppliers and markets of South Riverdale industries. It suggests the type of linkages that firms have. In general, supplies and inputs come from further away compared to the outputs or markets for goods leaving the area. Firms would seem to have the strongest linkages with Metro (outside the City and with Ontario). Nearly 70% of inputs originate from within Ontario and nearly 80% of the outputs are destined for Ontario locations. However, within these totals, local linkages are very minor. Only 5% of goods originate in or are destined for other parts of South Riverdale.

Nearby markets or major suppliers would not seem to be important to firms in South Riverdale and, taking into account the locational considerations described previously, it could be seen to slightly weaken the ties firms have to South Riverdale.

FIGURE III:

INDUSTRIAL FLOORSPACE RENTAL PER SQUARE FOOT IN SOUTH RIVERDALE



Source: Survey of Industrial Firms South Riverdale (1983)

### 3.2.10 Movement and Transportation

Vehicle and goods movement, parking and access are probably the most obvious areas of potential conflict between industrial and non-industrial occupiers. Tables 3.14 - 3.16 set out the responses of firms and it is clear that movement and transportation do not present problems for most firms overall.

One of the key findings that can be drawn from the tables is that road movement dominates, averaging nearly 90% of total movements for most firms. However, where rail facilities are utilized (30% of firms), they can contribute disproportionately to total goods shipment. In one case, the substitution of road haulage for presently used rail facilities could generate a further 100 tractor trailer trips per week.

In total, more than 2500 road vehicle visits are made each week to serve South Riverdale industries. Workers using their cars to travel to work could be added to this figure. Firms may offer from one to three hundred car parking spaces for staff, visitors and operational needs and, assuming 100% occupancy and an allowance for the element of shift working, more than 1500 cars per day could arrive at South Riverdale or 7500 per week.

TABLE 3.14

MOVEMENT AND TRANSPORTATION IDENTIFIED AS A PROBLEM

| | % of Firms | |
|---|---|---|
| | Yes | No |
| Access Problems | 37 | 63 |
| Loading Problems | 30 | 70 |
| Parking Problems | 26 | 74 |
| Other vehicular | 14 | 86 |

## TABLE 3.15

## VEHICLE MOVEMENT

| | Goods In<br>% of Total<br>(No. of firms) | | Goods Out<br>% of Total<br>(No of firms) | |
|---|---|---|---|---|
| Road | 90 | (54) | 85 | (53) |
| Rail | 29 | (15) | 35 | (20) |
| Air | 26 | (9) | 18 | (8) |
| Docks | 20 | (6) | 5 | (3) |

## TABLE 3.16

## ROAD VEHICLE MOVEMENTS

| Facilities | No. of Firms | Total | Highest Recorded Firm | Mean. |
|---|---|---|---|---|
| Trailer visits per week | 30 | 473 | 150 | 16 |
| Van visits per week | 50 | 1656 | 350 | 33 |
| Other truck visits per week | 22 | 535 | 144 | 24 |
| Off street parking | 43 | 1158 | 300 | 27 |

*Trucks are a very familiar sight at Eastern and Carlaw Avenues.*

## 3.3 Retail Activities

### 3.3.1 Description

Retail commercial activity in the South Riverdale study area is confined for the most part to the traditional arterial shopping streets of Gerrard Street, Queen Street East and Broadview Avenue. Retail outlets, usually at grade with direct access to the street, are located in two - and three-storey buildings which often contain other uses such as offices and residential dwelling units. According to the City of Toronto's land use files, there are 434 retail establishments within the study area, consisting of 83,091 square metres (894,382 square feet) of above-grade retail space. This represents 19 percent of the total non-residential floor area in the study area, the third largest floor area component next to residential and industrial uses.

In terms of employment, the retail sector in South Riverdale accounted for 1,725 jobs in 1981, which represented 23% of the study area's labour force. This is the second largest employment sector next to industrial employment, which accounts for over 58 percent of the study area's employment base. Unlike industrial employment, where average employment per establishment is over 43 employees, retail employment averages 4 employees per establishment. Consequently, retail employment tends to be widely dispersed throughout the area, exerting limited impact on parking and traffic congestion in specific areas.

Tables 3.17 and 3.18 provide a breakdown of the amount of employment and floor area that are devoted to each type of retail space in the study area. Map 3.8 provides a graphic illustration of where the retail categories are located in the study area. The most important category, both in terms of employment and floor area occupied, general merchandise - retail shopping, is distributed fairly evenly along the existing commercial streets.

The personal service category in Table 3.17, which corresponds with the restaurant/tavern category in Table 3.18, is the second largest retail category in terms of employment.

Although the area would appear to have a sufficient range and distribution of retail uses, the quality and variety of consumer goods provided by some of these businesses limit their market and sales potential. The physical shopping environment no doubt discourages many shoppers. Vacant stores and retail uses interrupted by incompatible industrial uses also contribute to a poor pedestrian environment in certain areas.

## TABLE 3.17

## EMPLOYMENT IN RETAIL AND SERVICE ACTIVITIES

| | TOTAL | |
|---|---|---|
| | Outlets - | Employees |
| Retail Shopping | 127 | 513 |
| Food Retail Shopping | 54 | 356 |
| Repairing, cleaning and service, consumer commodities | 53 | 268 |
| Personal Services | 84 | 537 |
| Business plant and equipment sales and servicing | 7 | 10 |
| Rental services | 5 | 19 |
| Accommodation Services | 4 | 22 |
| TOTAL | 334 | 1,725 |

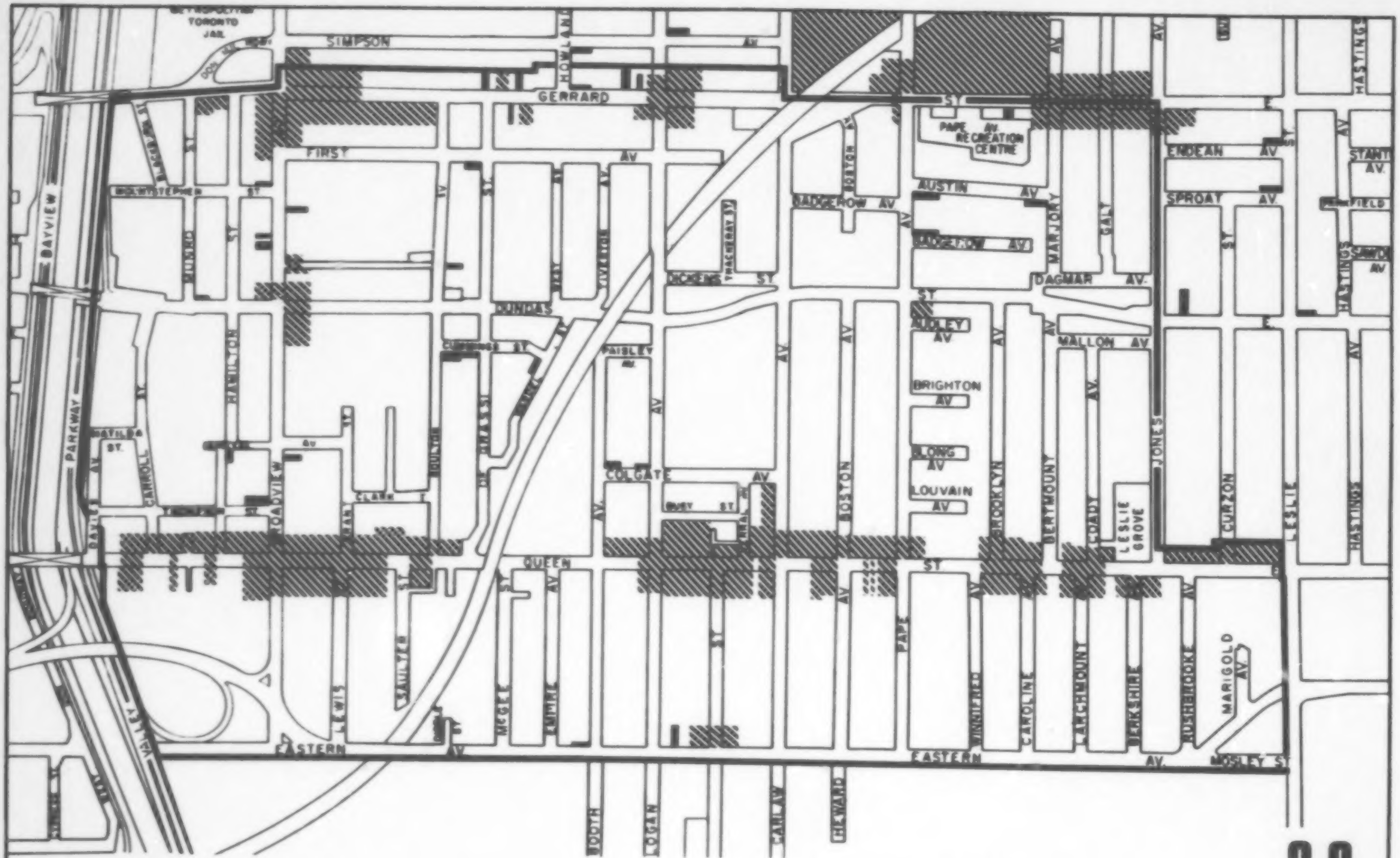
Source: Metropolitan Toronto Employment Survey 1981

## TABLE 3.18

## FLOOR AREA DEVOTED TO VARIOUS RETAIL USES

| Land Use Code | Retail Activities | Gross Floor Area | |
|---|---|---|---|
| | | Total | % |
| 35 | Retail-Food & Beverages | 1,797 | 2.2 |
| 36 | Retail-General Merchandise | 25,475 | 30.6 |
| 37 | Retail-Apparel | 345 | .4 |
| 38 | Retail-Household goods | 605 | .7 |
| 39 | Retail-Rental Services | 158 | .2 |
| 40 | Retail-Repair & Cleaning | 9,398 | 11.3 |
| 41 | Retail-Recreation | 14,573 | 17.5 |
| 42 | Entertainment Centre | 1,450 | 1.7 |
| 43 | Restaurant/Tavern | 9,211 | 11.1 |
| 44 | Auto/truck Sales and Rentals | 208 | .3 |
| 45 | Service Station | 2,319 | 2.8 |
| 46 | Auto Repair Shop | 9,937 | 12.0 |
| 48 | Hotel/Motel | 2,325 | 2.8 |
| 49 | Animal Care Centre | 360 | .4 |
| 51 | Retail-Other | 4,932 | 5.9 |
| | TOTAL | 83,091 | 100 |

Source: City of Toronto Land Use File 1982 - August


METROPOLITAN TORONTO JAIL
SIMPSON AV
HOWLAND
GERRARD ST
FIRST AV
BAYVIEW
PARKWAY
MUNRO ST
HAMILTON
DUNDAS
CUMMINGS ST
BOULTON
DE GRASSI
RIVERSIDE
CARROLL
MATILDA ST
DAVIES AV
BROADVIEW
CLARK
PAISLEY AV
COLGATE AV
DICKENS ST
THACKERAY ST
BOSTON AV
PAPE AV
RECREATION CENTRE
AUSTIN AV
BADGEROW AV
MARJORY
GALT
DAGMAR AV
AUDLEY AV
BRIGHTON AV
LONG AV
LOUVAIN AV
MALLON AV
BROOKLYN
BERTMOUNT
LEROY
LESLIE GROVE
JONES
ENDEAN AV
SPROAT AV
CURZON
LESLIE
HASTINGS
STANTON AV
SAWYER AV
QUEEN ST
LEWIS
SAULTER
McGEE
EMPIRE
WINNIFRED
CAROLINE
LARCHMOUNT
BERKSHIRE
RUSHBROOKE
MARIGOLD AV
EASTERN AV
MOSLEY ST
BOOTH
LOGAN
CARLAW AV
HEWARD
VALLEY
0
100
200m

▨ SHOPPING AREAS

■ NEIGHBOURHOOD STORE

REF. No. 634/73078

# 3.8

COMMERCIAL AREAS

# SOUTH RIVERDALE

## OFFICIAL PLAN PART II STUDY

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT
STEPHEN G. McLAUGHLIN, COMMISSIONER
COMMUNITY AND NEIGHBOURHOOD PLANNING DIVISION

APRIL 1984

### 3.3.2 The Commercial Areas

(i) Queen-Broadview

Queen-Broadview is one of the most vital commercial areas within the study area. Contiguous commercial-retail uses line both sides of Queen Street East, from Hamilton Street, west of Broadview Avenue, to the CNR right-of-way east of DeGrassi Street. The area includes a range of retail facilities including a number of low-priced restaurants, clothing stores, butchers, junior department stores, jewellers, antique stock, etc.

A profile of businesses in the area shows that 91 percent are independent and only 9 percent are franchised or chain stores. Over a third of the businesses have been in the area over 15 years and nearly half have been in the area over 4 years. This would indicate that the other 50 percent are relatively new and less stable, subject to less well-defined markets.

According to the businessmen, the three major problems in order of importance are lack of parking, harassment by undesirables and loading/unloading constraints. The perception of a parking problem might be attributed to their preference to drive to work (48 percent) rather than the lack of parking for their customers, of whom only 20 percent drive to the area.

Pedestrian activity in this area is brisk, particularly at the Queen Street-Broadview Avenue intersection where two important street-car routes intersect. A survey of pedestrians along Queen Street in 1981 revealed that nearly 60 percent were shopping in the area. Of those interviewed, 40 percent lived in the immediate neighbourhood and 40 percent lived within the east end of Toronto. This commercial area appears to serve a predominantly local clientele who generally gain access on foot (48 percent) or by public transit (32 percent). Only 20 percent of those surveyed drove to the area.

The shopper survey indicated that personal services and food items were the only retail facilities which competed favourably with other shopping streets, shopping plazas and downtown outlets. The purchase of household appliances, furniture and dining out were activities which seldom took place in the Queen-Broadview shopping district.

*Queen-Broadview is one of the most significant commercial areas within South Riverdale. Recently, a business improvement association has been formed for the area.*

According to the 1981 survey, poor selection and poor quality are the most important factors which influence shoppers to shop elsewhere. Parking was not considered a deterrent for shoppers. This is understandable, given the low percentage of shoppers who drive to the area and the presence of a 100-car parking lot just north of the Queen Street East - Broadview Avenue intersection.

Recently, a Business Improvement Association has been formed for this area. The B.I.A's primary objective will be to improve the area's visual appearance and hence its attractiveness to both local residents and residents from other areas of the City. According to the survey, improved retail business for the area depends on a continued competitive edge in pricing of retail items, targeting of the local market where some loyalty exists and an improved physical appearance. The individual stores need to evaluate the lines of goods they offer and adjust to the changing nature of the South Riverdale population.

### (ii) Queen Street - C.N.R. Tracks to Leslie Street

Unlike the Queen/Broadview commercial area, the commercial strip east of the CNR tracks does not have the potential for renovation of historically significant buildings. The commercial uses are contained, largely, in two-storey wood-framed buildings which are in poor repair. Commercial activities are interrupted by a number of institutional uses west of Logan Avenue, including the Woodgreen Community Centre, the Woodgreen United Church and the Jimmie Simpson Recreation Centre.

Although a survey of businesses and shoppers for the area east of Logan Avenue is not available, it is evident that retail activity is less vital, with persistently high vacancy rates and a more limited range of retail facilities than exists further to the west. The vacancy rate for Queen Street East in 1973 was 10.3 percent, compared to an accepted commercial norm of 5.0 percent. By 1982, the situation had deteriorated considerably. The City of Toronto's land use file information showed a vacancy rate for commercial street space on Queen Street East of 20 percent. No doubt a portion of this was attributable to the severe economic downturn in 1982 which occurred throughout Canada. Indeed, the manifestations of the recession, such as high unemployment and decreased purchasing power, are accentuated in areas where populations have occupational and educational characteristics such as in South Riverdale.

RIVERDALE VARIETY

*Other than Gerrard-Broadview and Queen-Broadview, retail activity is on a decline in South Riverdale.*

*A Loblaws store that has been converted into a fitness facility.*

East of Logan, commercial shopping activity is less clearly defined than to the west. Retail stores are interspersed with houses, industrial buildings, service stations and used car lots. The physical environment is not conducive to a vital pedestrian-oriented commercial area.

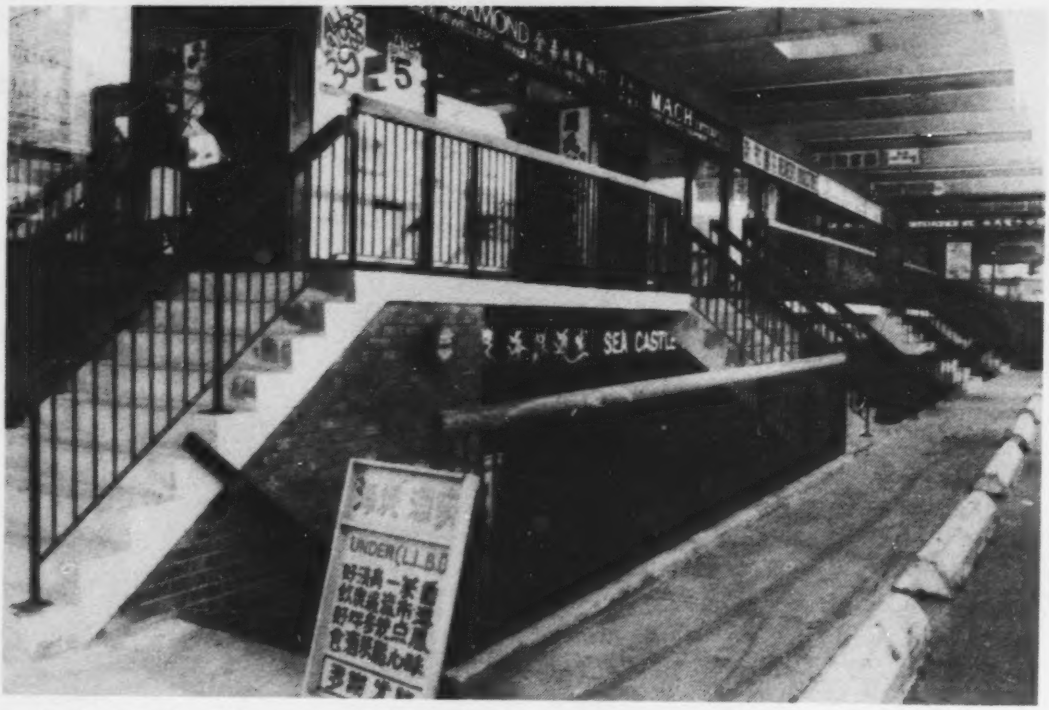
### (iii) Gerrard Street

Commercial-retail uses on Gerrard Street are for the most part clustered around the major intersections of Broadview Avenue, Logan Avenue, Carlaw Avenue, Pape Avenue and Jones Avenue. There is a substantial number of residential uses on Gerrard Street, particularly west of the C.N.R. right-of-way. Despite the commercial zoning, many of the houses have not been converted to commercial uses, which would indicate a insufficient demand for strip commercial space in this area. In fact, the high retail space vacancy rates which prevailed in 1973 (17.5 percent) precipitated a reversion of many commercial uses back to residential, the original uses of the many house-form buildings on Gerrard Street. This resulted in a reduced vacancy rate (6.2 percent) by 1976, despite the presence of Gerrard Square.

Despite the negative influence the 1982 downtour has had on demand for retail space on other commercial strips in South Riverdale, the vacancy rate for Gerrard Street was only 2 percentage points higher in 1982, when compared with 1976. This would suggest that surplus commercial space on Gerrard Street has continued to be converted to residential use and that a commercial revitalization was taking place along portions of the street.

The high vacancy rates and low commercial rents also provided an opportunity for retail outlets that did not compete with the new retail facilities at Gerrard Square. The Gerrard/Broadview intersection has, in the last five years, become an important shopping destination for the Chinese community. Retail food outlets, restaurants, and general merchandise outlets have flourished and the intersection has become a vibrant pedestrian-oriented shopping area.

This commercial success has brought with it congestion and a certain degree of conflict between commercial and residential uses. The unavailability of short-term parking has led to parking congestion in the surrounding residential neighbourhood. Increased commercial activity has also led to more congested rear lanes. In spite of these problems, some of which will be resolved by a new parking lot on Hamilton Street, the area has benefitted from a substantial increase in commercial activity which otherwise would not have materialized.



*One example of a successful challenge to large shopping centres is the emergence of the commercial-retail area at Broadview Avenue and Gerrard Street. Chinatown East resulted from a combination of relatively low rents and a large local Chinese population.*

Apart from this intersection, the remainder of Gerrard Street has not fared so well. The commercial area west of Jones Avenue, in particular, has a number of vacant stores and, of those that remain, many have fallen into disrepair. Any local market that does remain is insufficient to provide the necessary revenues to encourage improvements and expansions.

(iv) Gerrard Square

Opened in 1975, Gerrard Square contains 30,000 square metres (323,000 sq. ft.) of commercial retail space including Zellers, Horizon (Eaton's), Miracle Food Mart and approximately 50 smaller stores.

Located at Gerrard and Pape, it was predicted that this substantial increase in retail space would negatively affect retail facilities on Gerrard Street in particular and, to a lesser extent, Queen Street. It would appear that this prediction was well founded, as the subdued commercial activity on Gerrard and Queen Street east of Logan Avenue would attest.

According to a study done by the City on retail strips in 1976, the retail vacancy rate on Queen Street East, between the Don Valley and Leslie Street, increased from 9.2 percent in 1973 to 12.5 percent in 1976.

While the vacancy rate on Gerrard Street fell to 6 percent from 17.5 percent, this was almost entirely the result of conversion of retail uses to residential uses. A cross-section of retailers located on Queen Street and Gerrard Street was interviewed in 1976 and almost all agreed that business had declined since the opening of Gerrard Square.

(v) Riverdale Plaza

Riverdale Plaza, located just west of Gerrard Square between Pape Avenue and Carlaw Avenue, predates Gerrard Square and is the only other shopping centre in Riverdale. It was constructed in 1965 and contains 15 stores totalling 6690 square metres (72,000 sq. ft.) of retail space including a Towers Department Store, Consumer's Distributing, Food City and a large discount drugstore.

It was predicted that Gerrard Square would have only a modest impact on Riverdale Plaza since the retail outlets proposed were complementary rather than directly competitive. The Kates, Peat Marwick (1973) study suggested that the Plaza appealed to convenience shoppers rather than those contemplating the purchase of larger household items. Although no new information on retailing at Riverdale Plaza is available it would appear that the prediction was accurate. The Plaza is well used and there are no vacant stores. It is likely, however, that the level of business would have been higher if Gerrard Square had not been built.

(vi) Other Retail Areas

Apart from the areas mentioned, a limited number of retail outlets are located on Broadview Avenue, particularly at the Dundas Street intersection. The residential neighbourhoods also contain a number of convenience stores which are legal non-conforming uses under the zoning by-law. Although these stores generate a certain amount of litter and traffic they serve the local neighbourhood and are generally accepted. It is not anticipated that their status will change or that their number will increase through amendments to the zoning by-law.

### 3.3.3 Assessment of Retail Activities

It is apparent that retail-commercial activity on the traditional commercial streets of South Riverdale has suffered from the introduction of over 1/3 million square feet of retail space at Gerrard Square. The poor repair and limited range of commodities at many stores on the commercial strips have contributed to the decline of these traditional shopping areas. Further, it is doubtful that a 2.3 percent annual increase in consumer expenditures in East Toronto, as predicted in the Kates, Peat Marwick (1973) report, has indeed materialized. The entire area known as Riverdale, which extends from the Don Valley to Coxwell Avenue, has lost over 8,000 people between 1976 and 1981. This amounts to an average annual decrease of 1.9 percent.

The decline of traditional commercial shopping streets is compounded by the inability of owners to improve their premises and their stock as sales decrease. These stores are often unable to adjust to the changing preferences of local shoppers. And, conversely, as household incomes increase, mobility increases, which permits a greater number of shopping alternatives throughout Toronto for South Riverdale households. Those individuals with least mobility tend to shop on commercial strips close to their place of residence.

As the average household income continues to rise in South Riverdale, it therefore follows that the existing shopping centres will increase their market share over the traditional shopping streets. Conversely, these commercial strips may be able to offer retail goods and services which are not found at the shopping plazas or which are considered to offer superior value.

One example of a successful challenge to the shopping centres is the emergence of the commercial-retail area at Broadview Avenue and Gerrard Street. The success of this area was its ability to differentiate itself from the existing retail base of Riverdale. The establishment of a vital and successful retail centre which caters to the Chinese community has resulted from a combination of the relatively low rents which existed prior to revitalization and the increasing number of people of Chinese ancestry in Riverdale. This area has a market attraction which extends beyond Riverdale, however, and people from as far away as Scarborough regularly come to Gerrard/Broadview to shop.

In terms of City policy, [illegible]et-related retail activity has a number of advantages, bot[illegible]r the shopper and the community at large. For the shopper, it is often close to home and, therefore, automobile ownership is not necessary; it offers a variety and uniqueness often missing in large shopping centres; and it has the potential of providing greater personal service through a retailer-consumer familiarity not possible in a large shopping plaza or chain store. For the community, a successful commercial shopping street adds vitality and atmosphere to a neighbourhood. Successful shopping streets induce pedestrian and vehicular activity and provide an expanded range of consumer and service facilities.

Most commercial streets are served by public transit which further reduces reliance on the automobile. Street-related commercial retailing, it could be argued, is a more energy-efficient land use configuration than shopping centres which are much more reliant on the private automobile.

It is apparent from the success of other commercial strips throughout the City that street-related retailing continues to be popular and is able to supplement or compete directly with large scale shopping plazas. Commercial strips must establish an image and the individual businesses must cooperate for marketing and physical improvement purposes. Retail outlets must employ more sophisticated marketing techniques and be sensitive to changes in market composition. Individual retailers must take advantage of their ability to provide more personalized service.

Commercial strips in South Riverdale suffer from a combination of a declining population and competition from shopping plazas. However, the changing population and consumer preferences in South Riverdale offer opportunities. Although it is likely that the extent of street-related retailing will continue to shrink, it is possible to ensure that this consolidation provides renewed vigour to the remaining street-commercial areas. The land use and other policies which are discussed in Chapter 5 are intended to encourage the retention and revitalization of those commercial areas most likely to survive and prosper. It is essential that the street-related commercial areas begin to reassert themselves as places which can offer the consumer the range of goods and value competitive with other shopping facilities in Toronto.

## 3.4 Office Activities

### 3.4.1 Description

Commercial office space in South Riverdale is generally confined to the upper stories of commercial buildings fronting onto the main arterial roads - Broadview Avenue, Queen Street East and Gerrard Street East. Most commercial-office space in the area satisfies a secondary market demand because of the area's location, relative to the central core, and the general type of office space in South Riverdale. Office space is found in mixed-use retail and residential buildings which are generally two and three storeys high, as well as within buildings used primarily for industrial purposes. With the exception of 10 buildings which have more than 500 square metres (5,381 square feet) of office space each, most of the office space is confined to one or two storeys in walk-up buildings, many of which were constructed before 1920.

Total office space in the study area amounts to 36,631 square metres (394,293 square feet), calculated on the basis of gross floor area. This represents 8.6 percent of the total non-residential gross floor area in the Study Area. There are four predominant office use categories which account for over 46 percent of the office space utilization. The most important of these is offices which provide finance, insurance and real estate services - these services are predominantly local. The second most important category is offices associated with the industrial and manufacturing base of South Riverdale. This accounts for over 13 percent of the office space in the Study area. Business services and personal and trade services are the other two office use categories which, when combined, account for an additional 16.2 percent of office space (see Table 3.19).

In total, 827 people are employed in office activities within the study area (see Table 3.20). This represents 11.2 percent of the labour force. Although it is not possible to determine the exact relationship between office employment and industrial activity in the study area, it is clear that office employment is both directly and indirectly dependent on local industry. The further erosion of industrial activity in South Riverdale would certainly adversely affect industrial employment as well as office employment in this regard.

## TABLE 3.19

## FLOOR AREA DEVOTED TO OFFICE USES

| | TOTAL | |
|---|---|---|
| | Gross Floor Area | Percent |
| Manufacturing, Transportation, and Construction | 4,867 | 13.3 |
| Finance, Insurance & Real Estate | 6,088 | 16.6 |
| Business Services | 3,014 | 8.2 |
| Technical Services | 1,782 | 4.9 |
| Communications & Media | 1,149 | 3.1 |
| Trade & Personal Services | 2,934 | 8.0 |
| Health Service Offices | 1,273 | 3.5 |
| Government | 680 | 1.9 |
| Associations & Ancillary Offices | 1,069 | 2.9 |
| Vacant | 13,775 | 37.6 |
| TOTAL | 36,631 | |

Source: Metro Toronto Employment (1981)
City of Toronto Land Use File (1982)

## TABLE 3.20

## EMPLOYMENT BY OFFICE TYPE

| OFFICE TYPE | TOTAL | |
|---|---|---|
| | # | % |
| Manufacturing, Transportation Construction | 245 | 30% |
| Finance, Insurance Real Estate | 244 | 30% |
| Business Services | 123 | 15% |
| Technical Services | 50 | 6% |
| Communications & media | 17 | 2% |
| Trade & Personal Services | 39 | 5% |
| Health Service Offices | 35 | 4% |
| Government | 52 | 6% |
| Associations & Ancillary Offices | 22 | 3% |
| Total | 827 | 100% |

Source: Metro Toronto Employment Survey 1981

### 3.4.2 Assessment of Office Space

The type of office space available in South Riverdale, and its location, permits rental rates which are substantially less than for office space in the central area. The average rent for office space in buildings containing more than 1,858 square metres (20,000 square feet) of space in the central core, as of December 1982, was $27.91 per square foot (gross). Outside of the central core rental rates were on average $10.00 less and amounted to $17.06 per square foot (gross). Office space in South Riverdale is mostly contained in smaller buildings of less than 1,858 square metres (20,000 square feet) and, therefore, accurate rental rates are not available. However, the range for office space outside the central core for the buildings included in the Office Monitor survey was between $7.50 - $25.00 per square foot (gross). South Riverdale office space is at the low end of this spread and is currently leasing for between $7.50 and $14.00 a square foot (gross).

Although vacant office space in South Riverdale is substantial, representing 28 percent of the total office space, it is expected that it will be absorbed quite rapidly once overall demand for office space picks up. The location and nature of this office space is an important supplement to primary space, particularly for firms who wish to locate centrally but are unable, or find it unnecessary, to pay exorbitant rents in the central core. It is, therefore, expected that South Riverdale will continue to provide secondary office space for a range of businesses of both local and City-wide functions. Future expansion of such space is not expected to be rapid, although this Plan will seek to ensure that existing office space is protected where appropriate and new investment in office-commercial uses in mixed use developments on existing commercial strips is encouraged.

## 3.5 Community Services and Facilities

### 3.5.1 Introduction

This section discusses the community services and facilities required for the residents of the area and the availability, origin, and adequacy of existing resources in South Riverdale. Included in the discussion is an analysis of the programming of space that is available for local community use to determine if there is efficient use of public services and facilities.

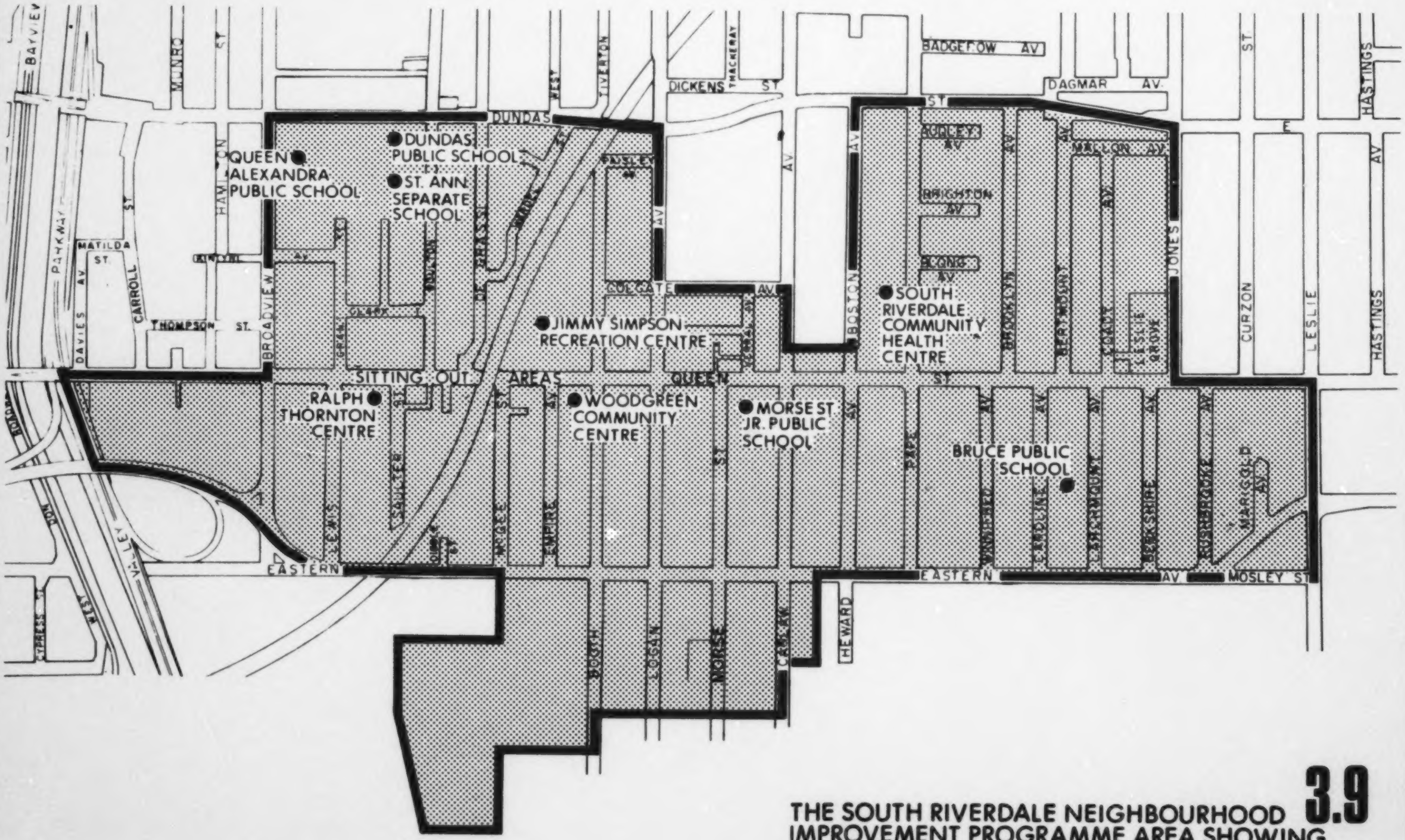
### 3.5.2 Neighbourhood Improvement Program

In June 1973, amendments to the National Housing Act established funding guidelines and objectives for the Neighbourhood Improvement Program (N.I.P.). Based on a tri-level lending agreement between the Federal, Provincial and City Governments, the N.I.P. program was designed to "assist in the improvement of living conditions in seriously deteriorated neighbourhoods." The program resulted in the expenditure of over $20 million dollars between the years 1972 and 1979 in the City of Toronto. In the South Riverdale redevelopment area (see Map 3.9), a total of $2.3 million dollars was committed during this period and spent by the end of 1981.

The Neighbourhood Improvement Program legislation was designed to enable municipalities, in co-operation with residents of the neighbourhoods involved, to embrace a program of rehabilitating older neighbourhoods. The focus of the program was the expenditure of funds on a wide range of capital cost items. Thus, projects such as improving street lighting and street furniture, and the development of new parks or community centres were eligible under the cost-sharing agreement. The Redevelopment Plan for the South Riverdale N.I.P. area represented nearly two years of neighbourhood discussion on what type of improvements would best serve this community. In 1979, the Plan was revised after a further 3 - month consultation process with community representatives. The following major projects were funded under the N.I.P. program.

(a) Health Centre

The South Riverdale Community Health Centre needed a permanent location from which to operate. Funds for substantial renovations to the former Police Station at 126 Pape Avenue were allocated by the N.I.P. steering committee. A committee of City staff, clinic representatives and several local residents agreed upon a design which was approved by the Steering Committee in 1977. Changes consisted of removing old cells and adding a new furnace, fire alarm, plumbing and electrical systems, new meeting rooms and the purchase of new medical equipment. Work on the Health Centre was completed in early 1975.


BAYVIEW
PARKWAY
DAVIES AV
MATILDA ST.
CARROLL ST
THOMPSON ST.
MUNRO
HAMILTON ST
BROADVIEW
DUNDAS
WEST
TIVERTON
DICKENS ST
THACKERAY
BADGEROW AV
DAGMAR AV
HASTINGS
CURZON
LESLIE
JONES
BOSTON AV
COLGATE AV
PAISLEY AV
AUDLEY AV
BRIGHTON AV
ALONG AV
MALLON AV
LESLIE GROVE
BROOKLYN
BERTMOUNT
COADY AV
QUEEN ST
EASTERN
EASTERN AV
MOSLEY ST
HEWARD
CARLAW
MORSE
LOGAN
BOOTH
EMPIRE AV
McGEE ST
LEWIS
SAULTER
PAPE
CAROLINE
LOGAN
BERKSHIRE
MARIGOLD AV
DON
VALLEY
CYPRESS ST
QUEEN ALEXANDRA PUBLIC SCHOOL
DUNDAS PUBLIC SCHOOL
ST. ANN SEPARATE SCHOOL
JIMMY SIMPSON RECREATION CENTRE
SITTING OUT AREAS
RALPH THORNTON CENTRE
WOODGREEN COMMUNITY CENTRE
MORSE ST JR. PUBLIC SCHOOL
SOUTH RIVERDALE COMMUNITY HEALTH CENTRE
BRUCE PUBLIC SCHOOL
0 100 200m

# 3.9

# THE SOUTH RIVERDALE NEIGHBOURHOOD IMPROVEMENT PROGRAMME AREA SHOWING LOCATION OF EXPENDITURES

## SOUTH RIVERDALE

## OFFICIAL PLAN PART II STUDY

TOTAL N.I.P. EXPENDITURES: $2.3 MILLION

▬ IMPROVEMENT PROGRAMME AREA BOUNDARY

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT
STEPHEN G. McLAUGHLIN, COMMISSIONER

COMMUNITY AND NEIGHBOURHOOD PLANNING DIVISION

APRIL 1984

REF. No. 634/73078

### (b) Woodgreen Community Centre

During 1978 and 1979 monies were allocated to the Woodgreen Community Centre to supplement their planned renovations which totalled $1.2 million. N.I.P. funds were used to completely refurbish the daycare and youth service areas in the basement and contributed to the replacement of the plumbing, heating and electrical systems. The funds also assisted in landscaping and the purchase of mechanical equipment and furnishings.

### (c) Playground Improvements

Playground and park deficiencies identified by the local parks committee were addressed through joint School Board and N.I.P. expenditures at the triple school complex of Queen Alexandra Senior Public School - Dundas Street Public School - St. Ann Separate School. This site received tennis and basketball courts, a four-lane running track, a kindergarten play area and a hard surface area. In addition, the parking lot was relocated and trees were planted on the St. Ann field.

N.I.P. funds were also expended at Morse and Bruce Public Schools for creative play structures, grassed areas and playing fields.

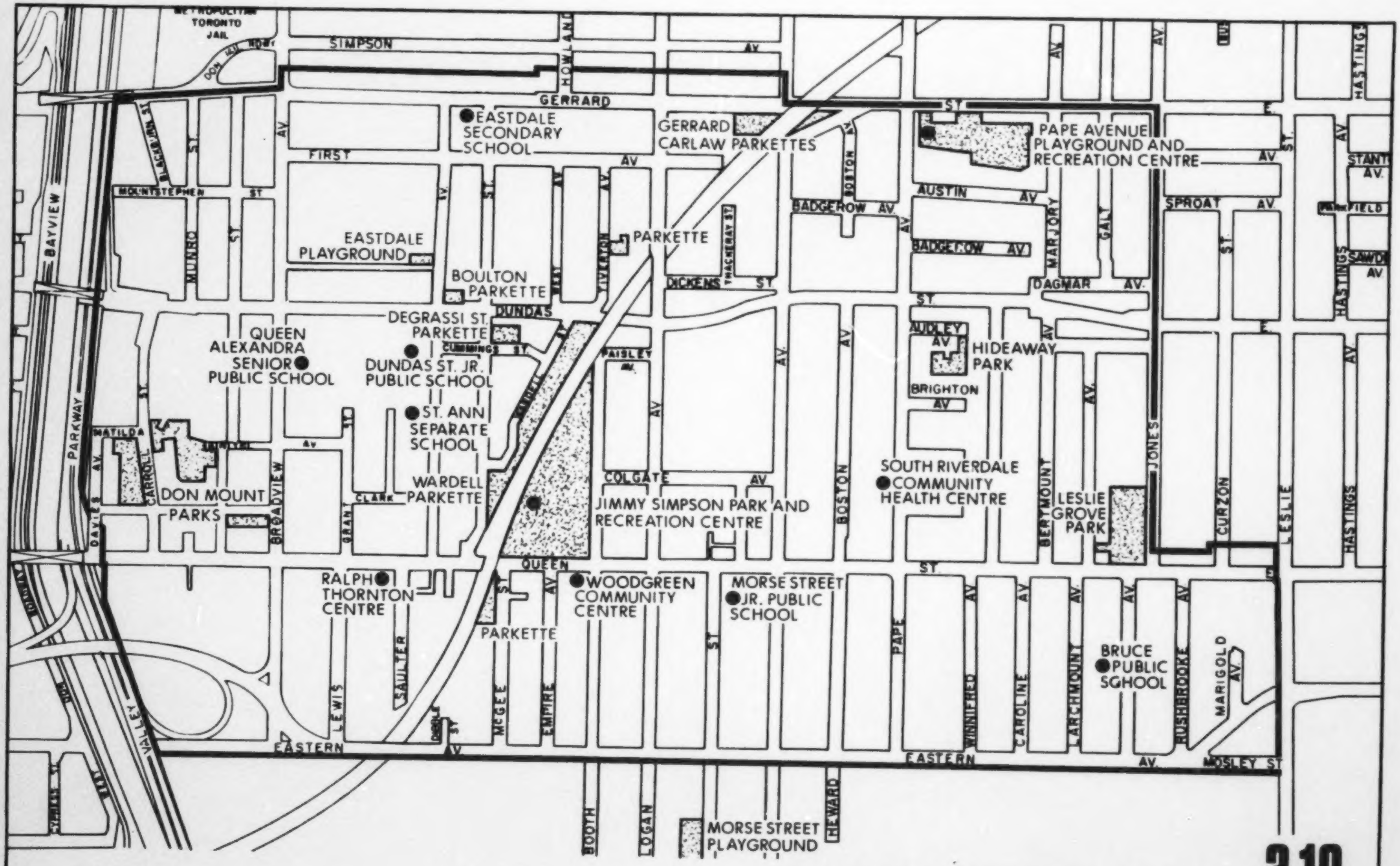
These projects were completed by the end of 1980.

### (d) Ralph Thornton Community Centre

In response to community interest, the Ralph Thornton Community Centre, now located in the Old Post Office at Queen Street East and Saulter Street, was renovated with N.I.P. funds. This project took over five years to complete due to lengthy negotiations with the Federal Government for a lease arrangement. The centre contains the Queen/Saulter Board of the Toronto Public Libraries, a parent-child drop-in centre and community space and offices of the City of Toronto's Buildings and Inspections Department.

### (e) Miscellaneous Improvements

A number of miscellaneous improvements were carried out between 1978 to 1982 which included the creation of four small sitting out areas between Broadview Avenue and McGee Street, two community information display cases, a toy collection for the Child-Parent Drop-in Centre, a tool collection and low-cost rental service run out of the Ralph Thornton Centre, a transit shelter, bike route catch basin grates on Queen Street and lighting on Booth Avenue.


METROPOLITAN TORONTO JAIL
DON JAIL ROAD
SIMPSON AV.
HOWLAND
GERRARD ST
BAYVIEW
PARKWAY
BLACKBURN ST
MOUNTSTEPHEN ST
MUNRO ST
FIRST AV
EASTDALE SECONDARY SCHOOL
GERRARD CARLAW PARKETTES
EASTDALE PLAYGROUND
BOULTON PARKETTE
PARKETTE
TIVERTON
DICKENS ST
THACKERAY ST
BOSTON AV
BADGEROW AV
AUSTIN AV
PAPE AVENUE PLAYGROUND AND RECREATION CENTRE
MARJORY
GALT
DAGMAR AV.
SPROAT AV
STANTON AV.
PARKFIELD
SAWDON AV
HASTINGS
DUNDAS
DEGRASSI ST. PARKETTE
CUMMINGS ST
QUEEN ALEXANDRA SENIOR PUBLIC SCHOOL
DUNDAS ST. JR. PUBLIC SCHOOL
ST. ANN SEPARATE SCHOOL
WARDELL PARKETTE
PAISLEY AV.
AUDLEY AV
HIDEAWAY PARK
BRIGHTON AV
MATILDA
CARROLL
DON MOUNT PARKS
BROADVIEW
CLARK
GRANT
DAVIES
COLGATE AV
JIMMY SIMPSON PARK AND RECREATION CENTRE
SOUTH RIVERDALE COMMUNITY HEALTH CENTRE
BERTMOUNT
LESLIE GROVE PARK
JONES
CURZON
LESLIE
QUEEN ST
RALPH THORNTON CENTRE
WOODGREEN COMMUNITY CENTRE
MORSE STREET JR. PUBLIC SCHOOL
PARKETTE
LEWIS
SAULTER
MCGEE
EMPIRE
PAPE
WINNIFRED
CAROLINE
LARCHMOUNT
BRUCE PUBLIC SCHOOL
RUSHBROOKE
MARIGOLD AV
EASTERN AV.
MOSLEY ST
VALLEY
DON
CYPRESS ST
BOOTH
LOGAN
MORSE STREET PLAYGROUND
HEWARD

## COMMUNITY AND RECREATIONAL FACILITIES

## 3.10

# SOUTH RIVERDALE

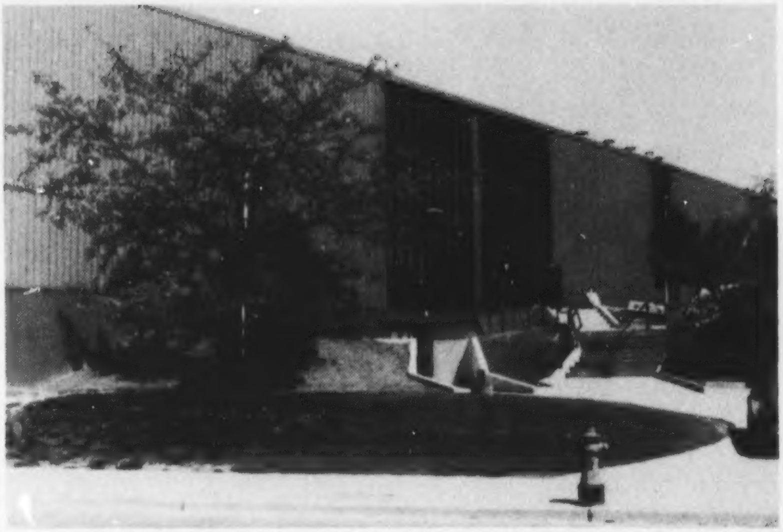
## OFFICIAL PLAN PART II STUDY

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT
STEPHEN G. McLAUGHLIN, COMMISSIONER
COMMUNITY AND NEIGHBOURHOOD PLANNING DIVISION

0 100 200m

APRIL 1984

REF. No. 634/73078



*Jimmie Simpson Recreation Centre*

*Ralph Thornton Community Centre*

*Woodgreen Community Centre*

## TABLE 3.21

## PARKS AND OTHER OUTDOOR RECREATION SPACE

| NAME | ACRE | FACILITIES |
|---|---|---|
| Bruce Street Public School | 1.5 | playstructure, grassed area, running track |
| De Grassi Street Parkette | .29 | playground |
| Don Mount Park | 1.07 | grassed area, playstructure |
| Dundas Parkette | .16 | landscaped area |
| Dundas Public/Queen Alexandra/St. Ann Schools | 4.0 | running track, tennis court, basketball grassed area, playstructure |
| Eastdale Playground | .17 | playground |
| Gerrard/Carlaw Parkette | .53 | sitting out area |
| Hideaway park | .6 | wading pool, junior and senior playground, ball court |
| Jimmie Simpson Park | 6.5 | wading pool, artificial ice rink, tennis courts, softball diamond, bocci courts |
| Joel Weeks Parkette | | tennis courts |
| Leslie Grove Park | 2.42 | wading pool, senior playground, softball diamond, natural ice rink |
| McCleary Playground | .25 | wading pool, playground |
| Morse Street Public School Playstructure | 1.0 | grassed area, playstructure |
| Pape Avenue Playground | 3.03 | wading pool, playground, natural ice rink, softball diamond |
| Tiverton Avenue Parkette | .4 | playground |
| Thorogood Gardens Wardell Parkette | .05 | passive recreation space |

(c) Residential Care Facilities

There are 9 residential care facilities in South Riverdale. Nellie's, a hostel for women in crisis, provides 29 beds for women alone or women with children. The Red Door, which is located at Woodgreen United Church, has accommodation for families. The remaining facilities provide housing for ex-psychiatric patients, teenagers, and mentally-retarded adults.

(d) Community Space in Schools

The schools: Queen Alexandra Senior, Dundas Street Public, East Collegiate, Bruce Junior, Morse Street Junior and St. Ann Separate have between them a good range of gymnasium, pool and library facilities. Their indoor space is used by all age groups on a permit basis.

(e) Space Available in Area Churches

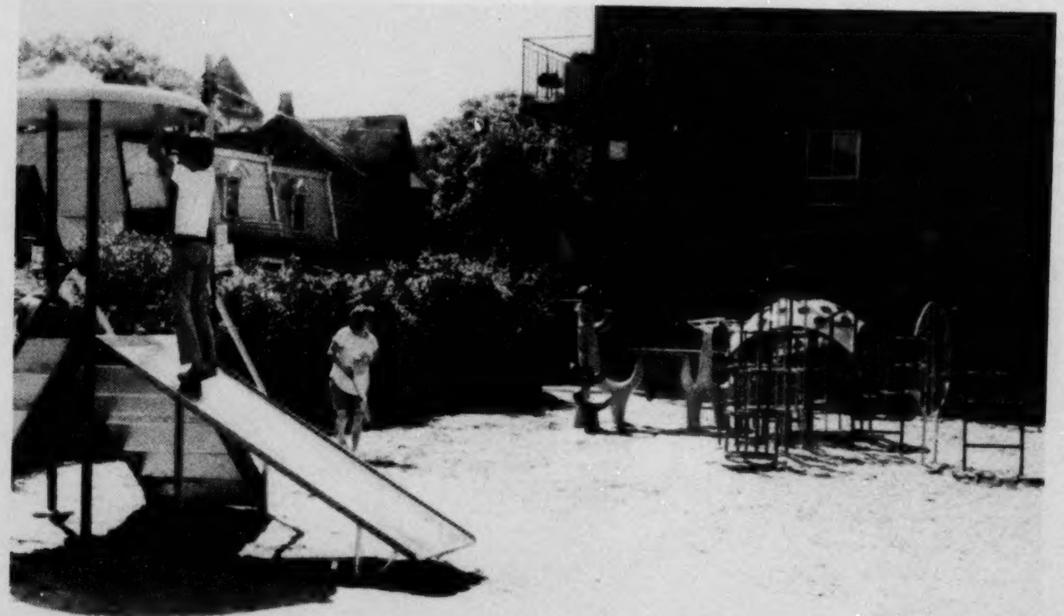
Nine churches are located within the area boundaries and most have space available for community use. Activities such as Brownies and Boy Scouts, band practice and bible classes are programmed in these buildings. St. Ann's Roman Catholic Church and Queen East Presbyterian are particularly well used.

### 3.5.4 Analysis of Community Services and Facilities

A relatively generous amount of space is available for community use within the schools, community and recreation centres and churches in the area. Outdoor open space is also plentiful but is badly in need of beautification with respect to landscaping.

A quantitative assessment of public recreation facilities indicates that a wide variety of recreational activities are available to local residents. The programming of indoor space, is however, in need of co-ordination on an area basis to avoid duplication of services and to maximize use of available areas. There is also a continued need to ensure that this approach of co-ordinating programs is capable of meeting local needs which are changing rapidly as South Riverdale becomes more ethincally diverse. Service providers should be encouraged to provide information linkages and program co-ordination.

*Many of the outdoor recreation areas are small and in need of beautification.*



## 3.6 Traffic, Parking and Transit

### 3.6.1 The Road System

Eastern Avenue, Dundas Street, Gerrard Street and Queen Street carry a large volume of traffic from the east end of Metropolitan Toronto and surrounding regions. Lesser traffic volumes are found on major north-south routes in South Riverdale, except for Leslie Street which acts as a collector, funneling traffic on to the Gardiner expressway (see Map 3.11).

Most of the local streets are limited to one way traffic regulations and heavy truck prohibitions. They are characterized by long blocks and tend to be oriented in a north-south direction. Most of these blocks are augmented by a system of laneways which provide backyard parking spaces for area residents and truck access for firms.

### 3.6.2 Parking

The results of a count of available parking spaces in South Riverdale done by the Planning and Development Department in August 1983, are detailed in the table 3.22 below.

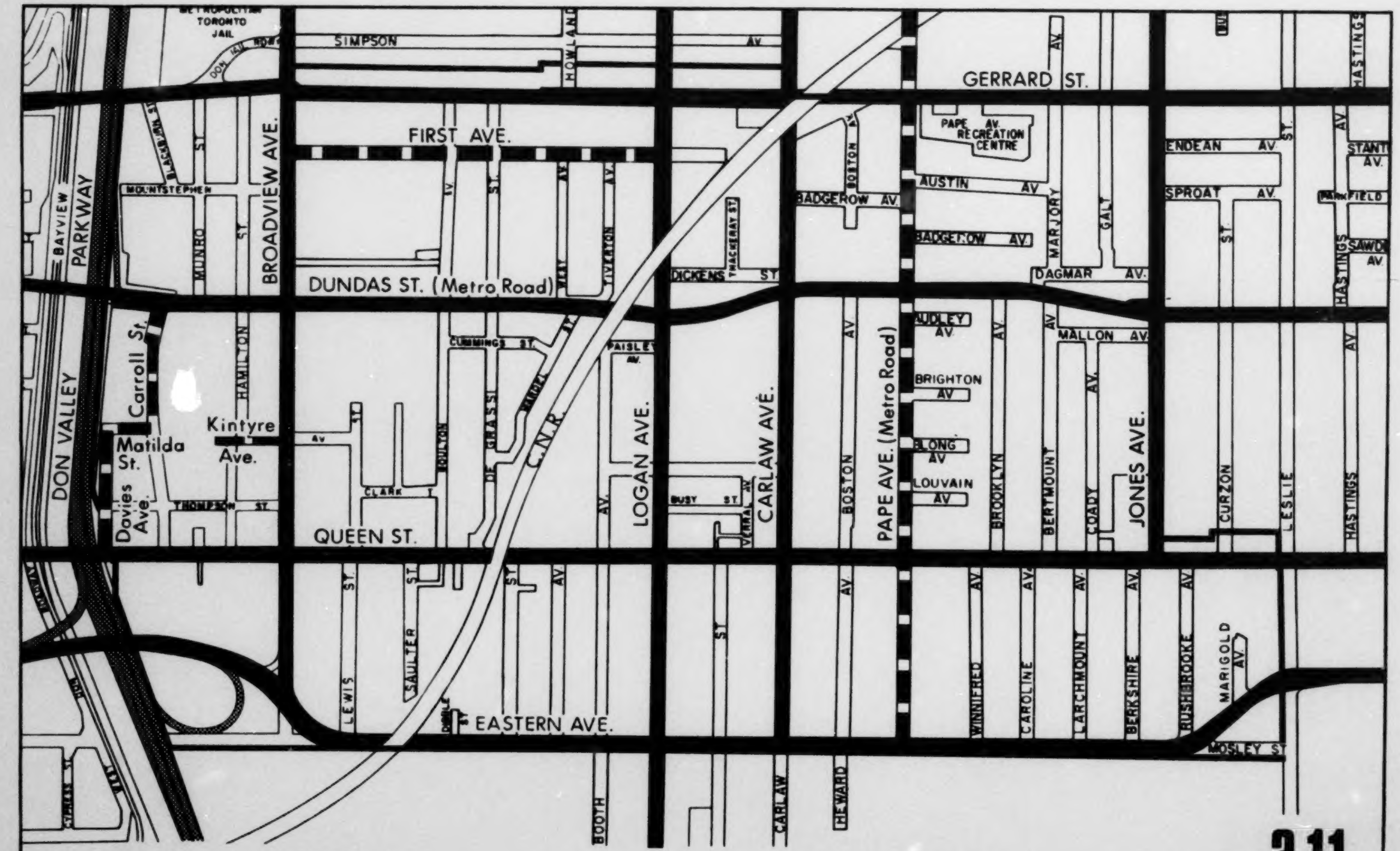
TABLE 3.22

INVENTORY OF PARKING SPACES IN SOUTH RIVERDALE

| | TYPE | NUMBER |
|---|---|---|
| On-Street Parking | Regular* | 1513 |
| | Permit** | 1817 |
| | TOTAL | 3330 |
| Off-Street Parking | Public | 104 |
| | Industrial | 1343 |
| | Commercial Institutional | 1227 |
| | Residential | 3753 |
| | TOTAL | 6417 |

* These spaces are on arterial roads and are therefore subject to total prohibition during certain times.

** These spaces are on local roads in residential areas and are permitted by owners or tenants for their use.


METROPOLITAN TORONTO JAIL
SIMPSON AV
HOWLAND
GERRARD ST.
FIRST AVE.
PAPE AV. RECREATION CENTRE
ENDEAN AV.
SPROAT AV.
STANTON AV.
PARKFIELD
SAWDON AV.
HASTINGS
BLACKBURN ST
MOUNTSTEPHEN
MUNRO ST
BROADVIEW AVE.
BAYVIEW
DON VALLEY PARKWAY
AUSTIN AV
BADGEROW AV.
BOSTON AV
MARJORY AV
GALT AV
THACKERAY ST
DICKENS ST
DAGMAR AV.
DUNDAS ST. (Metro Road)
AUDLEY AV.
MALLON AV.
TIVERTON AV.
WEST AV.
CUMMINGS ST.
PAISLEY AV.
Carroll St.
HAMILTON
Kintyre Ave.
Matilda St.
Davies Ave.
THOMPSON ST.
CLARK
BOULTON
DE GRASSI
C.N.R.
BRIGHTON AV
ELONG AV
LOUVAIN AV
LOGAN AVE.
CARLAW AVE.
BUSY ST.
VERRAL AV
PAPE AVE. (Metro Road)
BROOKLYN
BERTMOUNT
COADY
JONES AVE.
CURZON
LESLIE
QUEEN ST.
LEWIS ST.
SAULTER
DIBBLE
EASTERN AVE.
WINNIFRED
CAROLINE
LARCHMOUNT
BERKSHIRE
RUSHBROOKE
MARIGOLD AV.
MOSLEY ST
BOOTH
CARLAW
HEWARD
DON

▬ BOUNDARY OF STUDY AREA
▨ EXPRESSWAY
■ ARTERIAL ROAD
▬ ▬ COLLECTOR ROAD

REF. No. 634/73078

ROAD NETWORK

## SOUTH RIVERDALE

OFFICIAL PLAN PART II STUDY

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT
STEPHEN G. McLAUGHLIN, COMMISSIONER
COMMUNITY AND NEIGHBOURHOOD PLANNING DIVISION

3.11

0 100 200m

APRIL 1984

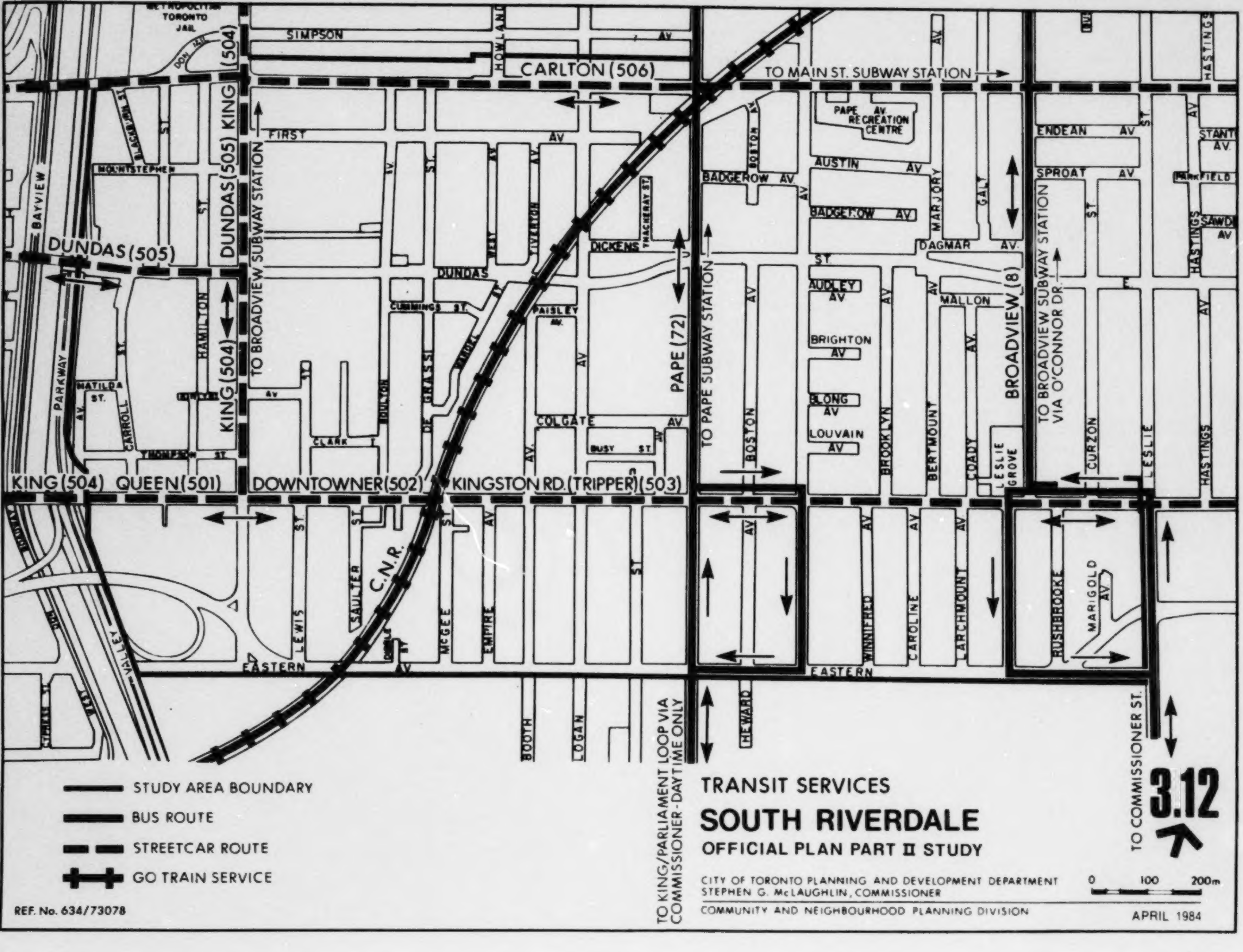
According to this table there are 1817 street permit spaces and 3753 off-street parking spaces for 6288 dwelling units in South Riverdale, which represents a ratio of 0.88 parking spaces per residential unit. What this figure does not show is the variation in parking by different residential streets. For example, on Dundas Street at Munro Street, there are 84 dwellings with only 17 permit spaces available. On Hamilton Road, 20 more permits have been issued than spaces available on the street. There is, in fact, a wide variation in parking supply relative to number of units throughout South Riverdale. What is common in all of South Riverdale, as in most inner-city neighbourhoods, is that parking is a source of constant complaint and irritation.

The shortage of on-street parking spaces for residents is aggravated when the employees of firms in South Riverdale park on residential streets. The commercial uses along Queen Street, Broadview Avenue and Gerrard Street also contribute to residential parking congestion. The public parking lot on Queen and Broadview has helped to address this problem to some extent. The proposed public parking lot on Hamilton Street, which will serve the Broadview and Gerrard commercial node, represents another attempt at resolving local parking problems. Other means of alleviating parking congestion in South Riverdale are the improvement and expansion of the laneway system, and the encouragement of shared use of existing parking facilities.

### 3.6.3 Transit

South Riverdale is very well served by the public transit system except near Dundas Street (see Map 3.12). While frequent east-west service is provided by the Queen and Gerrard streetcars, the Dundas streetcar only extends from the heart of the City to Broadview Avenue. Lack of streetcar service along Dundas Street is a serious inconvenience to both employees of firms in the extensive Logan to Boston Avenue industrial node and to the occupants of the substantial amount of housing on either side of Dundas Street. In addition, a Dundas streetcar would help alleviate the rush-hour congestion currently being experienced on the Queen and Gerrard Street routes.

*Most of the blocks in South Riverdale are served by a system of laneways which helps alleviate local parking problems.*


METROPOLITAN TORONTO JAIL
DON JAIL
SIMPSON
HOWLAND
CARLTON (506)
TO MAIN ST. SUBWAY STATION
HASTINGS
FIRST
AV
BLACKBURN ST
MOUNTSTEPHEN
ST
DUNDAS (505) KING
KING (504)
(504)
TO BROADVIEW SUBWAY STATION
BAYVIEW
DUNDAS (505)
PARKWAY
HAMILTON
MATILDA ST.
CARROLL
THOMPSON ST
DUNDAS
CUMMINGS ST.
DE GRASSI
BOULTON
CLARK
WEST
TIVERTON
PAISLEY AV.
COLGATE
BUSY ST
DICKENS
THACKERAY ST
PAPE (72)
TO PAPE SUBWAY STATION
BOSTON AV
BADGEROW AV.
AUSTIN
PAPE AV. RECREATION CENTRE
MARJORY
GALT
DAGMAR AV.
AUDLEY AV
BRIGHTON AV
BLONG AV
LOUVAIN AV
MALLON
BROOKLYN
BERTMOUNT
COADY
LESLIE GROVE
BROADVIEW (8)
TO BROADVIEW SUBWAY STATION VIA O'CONNOR DR.
ENDEAN AV
SPROAT AV
CURZON
LESLIE
STANTON AV.
PARKFIELD
SAWDON AV
KING (504) QUEEN (501) DOWNTOWNER (502) KINGSTON RD. (TRIPPER) (503)
C.N.R.
LEWIS
SAULTER
McGEE
EMPIRE
ST
EASTERN AV
EASTERN
BOOTH
LOGAN
HEWARD
WINNIFRED
CAROLINE
LARCHMOUNT
RUSHBROOKE
MARIGOLD AV
VALLEY
DON
TO KING/PARLIAMENT LOOP VIA COMMISSIONER - DAYTIME ONLY
TO COMMISSIONER ST.

STUDY AREA BOUNDARY
BUS ROUTE
STREETCAR ROUTE
GO TRAIN SERVICE

REF. No. 634/73078

# TRANSIT SERVICES

# SOUTH RIVERDALE

## OFFICIAL PLAN PART II STUDY

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT
STEPHEN G. McLAUGHLIN, COMMISSIONER
COMMUNITY AND NEIGHBOURHOOD PLANNING DIVISION

3.12

0 100 200m

APRIL 1984

### 3.6.4 GO-ALRT and Relief Line

Because of its location, South Riverdale has always been susceptible to City-wide transportation pressures. In the seventies, a Queen Street subway and Scarborough expressway were given serious consideration. In the eighties, new proposals include the GO-ALRT and a relief line, both of which would utilize the C.N.R. right-of-way. Each proposal is discussed below.

(a) GO-ALRT

The GO-ALRT Lakeshore (Oakville-Pickering) Project is divided into two studies. The first is a joint Provincial/CN/CP study of short-term operational improvements within the existing rail right-of way which might prove cost-effective in providing additional GO-rail capacity, particularly on the Lakeshore West line which is currently operating at close to capacity. The second is the corridor study which is aimed at finding a permanent, long-term solution to anticipated capacity problems on the Lakeshore line by establishing a separate right-of-way for a future GO-ALRT service. This latter strategy is long-term and expensive and provides the potential to very substantially upgrade GO-rail services in the C.N.R. corridor.

(b) Relief Line

At the same time, Metropolitan Toronto and the T.T.C. are jointly studying the feasibility of using an area adjacent to the C.N.R. right-of-way as a corridor for a subway line which would run from either Pape or Donlands station to Union Station. The purpose of such a line would be to reduce the substantial congestion in the Yonge subway, hence the term relief line.

Either proposal could be extremely disruptive to the South Riverdale community. It is, clear that the creation of a new right-of-way for either the GO-ALRT system or a TTC relief line, or two right-of-way, one for each system, either to the north or to the south of the C.N.R right-of-way, would involve the acquisition of numerous properties and the demolition of residential, recreational, commercial and industrial buildings.

# 4. PRINCIPLES AND OBJECTIVES

## 4.1 Introduction

South Riverdale is an area of mixed land use, with extensive low scale residential areas and significant concentrations of industry. The principle goals of this Plan are to strengthen and maintain the residential character of the area and to stabilize and protect the industrial enclaves.

Towards the objective of stabilizing and protecting industries in South Riverdale, encroachment of other uses into the Don Valley industrial belt and the Carlaw/Boston industrial node should be discouraged. No policy to retain industry will be successful if land prices are prohibitive. Industrially - zoned land is cheaper than commercially - or residentially - zoned land. At the same time, it must be recognized that the close proximity of industrial and residential uses limits the types of industries which should be encouraged in South Riverdale.

Toward the objective of strengthening and maintaining the residential character, the low density nature of the area should be reaffirmed. New development for such groups as senior citizens and low-income families should be on a limited scale and must be suited to the site and the neighbourhood context. Conversion of large dwellings should also be encouraged as a means of producing rental stock, as long as it does not disrupt neighbourhoods.

Commercial activity should be limited to the Gerrard, Broadview and Queen Street retail strips with shopping being focused at the Queen-Broadview and Gerrard-Broadview intersections. Residential intensification of the commercial strips in South Riverdale should be encouraged east of the railway tracks.

WOODS
WOODS

South Riverdale is a mixed use area with residential and industrial uses located close to one another.

The development of programs to make the commercial strips more attractive, by improving the publically provided services such as sidewalks, lighting and planting areas, should be considered a priority.

Future transit and road improvements in South Riverdale should be of a local nature and non-disruptive to neighbourhoods. The high level of public transit service should be maintained and upgraded by the addition of a Dundas Street streetcar route.

Neighbourhood recreation and social services should be effectively delivered and co-ordinated with a special emphasis on efficient co-ordination by the users and providers of programs within the physical facilities already built in the area. Emphasis should be switched from the provision of new facilities to the upgrading and more efficient use of existing facilities.

A more detailed description of the most important of these principles and objectives follows.

## 4.2 Housing

Housing in South Riverdale is primarily characterized by two - and three-storey structures built as detached, semi-detached and row houses. The nature of the housing stock has changed little in physical terms since it was built, except for some limited infill development such as Don Mount Court. As discussed in Section 3.1, the types of units contained in the house-form buildings have changed over the years, with a large amount of deconversion and smaller-sized families occupying the housing.

It is the intent of this Plan to maintain the low density character of residential neighbourhoods in South Riverdale. The extensive renovation of housing in this area in the last ten years has, to some extent, helped to achieve this objective. Deteriorating housing stock is much more susceptible to market pressures which radically change the nature of residential environments and create pressures for redevelopment.

On the other hand, the deconversion which has resulted from the renovation activity has increased the displacement of low-income tenants who find it next to impossible to find a new home in the same area. Seniors, low-income families, lone-parent families and singles are groups which lose housing in the deconversion process.

The housing needs of these groups in South Riverdale can be met by the production of new public and private infill rental housing and the encouragement of the conversion of houses to multiple-unit dwellings. At the same time, it is extremely important to ensure that any residential intensification that does occur does not disrupt the existing physical character of the area. It must be suited to the site and the neighbourhood context. The degree of these two types of residential intensification will vary, depending upon local neighbourhood acceptance, specific economic conditions and physical potential, both in terms of vacant land and appropriate housing stock.

### 4.3 Industry

The dominant image of industry in the City of Toronto is that it is either in decline or searching for a more appropriate suburban location. An analysis of the industrial survey results dispels this image for the vast majority of South Riverdale industries. Today, there are more than 100 firms in the area, of which 76 are privately-owned, employing in excess of 4000 workers. The following highlights from the survey data reinforce the perception of South Riverdale as a viable industrial area:

- the employed workforce in existing industries is 15% greater in 1983 than it was in 1978;
- 60-65% of the firms expect some increase in employment and floorspace in the next 5 years;
- only 3.5% of the firms expect a decline in employment and floorspace in the next 5 years;
- 17% of all employees live within 1 mile of their workplace and an additional 40% live in the City of Toronto;
- 90% of the industries are head office, not branch plants;
- the average industry in the area has been there 17 years; and
- one in three industries cannot identify a single problem associated with being located in South Riverdale.

There are many reasons for the above statistics. Chief among these is the relatively low rents available to a multitude of small industries in the area which complement the larger firms that have a large capital investment in their land and buildings. These small firms have adapted existing factory and warehouse space to suit their specific needs and with their easy access to materials, markets and a large labour pool, they enjoy a comparative advantage over firms locating in surburban areas of Toronto.

The general thrust of the Part II Plan, therefore, is to maintain and strengthen existing industrial areas in South Riverdale concentrated along the Don River and the Logan to Boston Avenue industrial node. In keeping with the City's Part I amendments, this will mainly be achieved by prohibiting commercial and residential uses in areas designated for industry. An influx of such uses would undermine and compete with the existing economically-viable industrial base. A change in land use in the industrial area could de-stabilize the present situation.

The Plan, however, also contains policies which recognize that industries in South Riverdale are sometimes interspersed with, or adjacent to, residential uses, resulting in potential traffic, parking and environmental problems. More sensitive controls are therefore required for industries in this situation. Adoption of the industrial use designations described in the Official Plan would partially address this issue (see Chapter 5).

### 4.4 Commerce

Existing commercial uses in South Riverdale are mainly located along Queen Street, Gerrard Street and Broadview Avenue. These strips are characteristic of the type of retail activity which has marked commercial growth in the City of Toronto since 1900. Structures are typically two- and three-storey buildings facing onto the street. Usually, the first floor is used for retail purposes, while other floors accommodate residential needs. The buildings are built to the street-line and are often served by the lane behind the stores.

Retail areas in South Riverdale experience significant outside shopping competition from Gerrard Square, Riverdale Plaza and the new Loblaws Bulk food store on Leslie Street and Eastern Avenue. As a result, remaining shopping activity in the area is now focused on the Queen-Broadview and Gerrard-Broadview intersections. Streetcar lines intersect there, giving them an edge over other retail strips in South Riverdale. The public parking lot at Queen Street and Broadview Avenue and the proposed public parking lot on Hamilton Street, which will serve the parking needs of Gerrard Street and Broadview Avenue, have consolidated commercial intensification of these nodes.

With the exception of the Logan Avenue and Gerrard Street intersection, other retail strips is South Riverdale appear to be much less intensive than the previously identified commercial nodes, as the stores are interspersed with houses, service stations, and used-car lots. Vacancy rates are high and would be even higher if it were not for the number of commercial storefronts which have been converted to residential uses.

An objective of this Plan is to further strengthen the commercial components of sites associated with the Queen-Broadview and Gerrard-Broadview intersections by allowing maximum commercial density for mixed-use buildings, and to strengthen the residential components of other retail strip developments in South Riverdale by increasing the amount of residential space allowed. It is also consistent to limit the proliferation of commercial uses in the industrial areas as proposed in the previous section. Both the industrial and commercial policies will then become consistent and complimentary.

# 5. DETAILED PROPOSALS

### 5.1 Introduction

The earlier sections of this report on South Riverdale have discussed objectives for the entire area based on an analysis of the issues. Suggestions have been made with respect to desirable land uses. Implementation of these suggestions can be achieved through changes to the City's Official Plan and Zoning By-law.

The Part I Official Plan of the City contains general policies and guidelines for the future growth and development of the City. It contains general policy statements about the uses of land and buildings in the City, goals for housing, commerce, industry, parks and transportation, and criteria for changing the Official Plan and Zoning By-law with regard to specific uses, densities and/or areas. The Part II Official Plan is similar in function to the Part I Official Plan but it is usually more detailed and applies to a specific area or neighbourhood in the City. Wherever the Part II Official Plan differs from the Part I Official Plan for a particular area, the policies contained in the Part II Official Plan take precedence over the Part I Official Plan.

The Zoning By-law implements the Official Plan in relation to legislative measures and is more detailed and specific than the Official Plan. It regulates such things as the uses of land and buildings, the size, siting, height and spacing of buildings, and provision of open spaces and parking facilities. It is a very comprehensive document and more difficult to follow than the Official Plan. Because the Zoning By-law implements the Official Plan, its regulations must conform to the policies of the Official Plan.

There are numerous uses and buildings in the City that do not conform to the regulations in the Zoning By-law. These uses and buildings are termed non-conforming. In most cases, such uses and buildings existed prior to the enactment of the

Zoning By-law. They are, therefore, legal non-conforming uses or buildings. These uses and buildings may continue to exist but before there can be any changes or expansion, the owner has to receive permission from the Committee of Adjustment. This Committee is independent of City Council, though appointed by Council, and has jurisdiction essentially over minor variances to the Zoning By-law and severances.

This chapter will describe in detail the proposed amendments to the Official Plan and the proposed zoning for each of the identified land use types. Map 5.1 illustrates the proposed Official Plan designations for the South Riverdale area. Map 5.2 illustrates the proposed amendments to the Zoning By-law for density and use permissions.

## 5.2 Low Density Residence Areas

### (i) Official Plan Proposals

It is recommended that the areas illustrated as Low Density Residence Areas on Map 5.2 be retained for residential use. The purpose of this policy is to encourage the retention of the established land use character of the area consisting of older, two - and three-storey, row, semi-detached and detached housing.

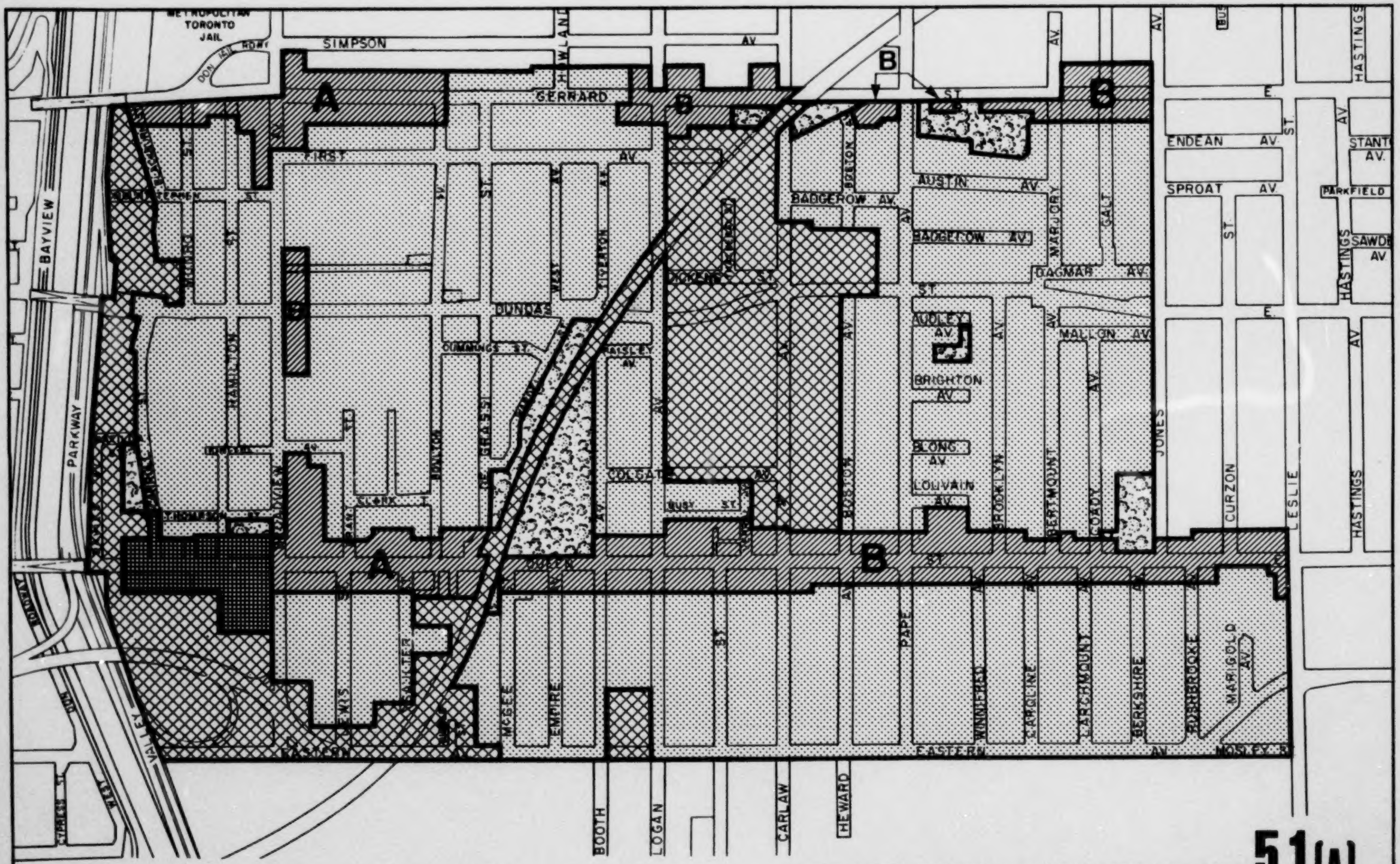
In terms of changes to the existing Official Plan the most significant new Low Density Residence Area designations include:

1) the Don Mount Court housing project;

2) all properties on the north side of Eastern Avenue which were formerly designated as Areas of Permissible Industrial Use, between McGee and Winnifred Avenue, except for the General Bakeries site; and

3) all properties on either side of Gerrard Street between Boulton Avenue and an area just west of Logan Avenue.

In all three cases, new designations reflect the predominant existing residential land use characteristics. In the case of the area along Gerrard Street, an additional reason for the designation is to create a eastern residential buffer for the Gerrard-Broadview commercial node in order to facilitate its consolidation. Within this buffer, residential uses outnumber commercial uses four to one.


METROPOLITAN TORONTO JAIL
DON JAIL ROADWAY
SIMPSON AV.
GERRARD
HOWLAND
BAYVIEW
PARKWAY
DON VALLEY
A
B
B
B
A
B
B
FIRST AV.
DUNDAS
CUMMINGS ST.
HAMILTON
PAISLEY AV.
COLGATE AV.
BUSY ST.
DICKENS ST.
BADGEROW AV.
AUSTIN AV.
BADGELOW AV.
DAGMAR AV.
MARJORY
GALT
AUDLEY AV.
MALLON AV.
BRIGHTON AV.
BLONG AV.
LOUVAIN AV.
BOSTON
BROOKLYN
BERTMOUNT
CODY
JONES
CURZON
LESLIE
HASTINGS
ENDEAN AV.
SPROAT AV.
PARKFIELD
STANTON AV.
SAWDEN AV.
E.
ST.
PAPE
WINNIFRED
CAROLINE
LARCHMOUNT
BERKSHIRE
RUSHBROOKE
MARIGOLD AV.
MOSLEY ST.
EASTERN AV.
MCGEE
EMPIRE
BOOTH
LOGAN
CARLAW
HEWARD
SALTER
LEWIS
CYPRESS ST.
WEST
DON

▨ LOW DENSITY RESIDENCE AREA
▨ LOW DENSITY MIXED COMMERCIAL RESIDENTIAL AREAS "A" & "B"
▨ RESTRICTED INDUSTRIAL AREA
▨ GENERAL USE AREA
▨ LOCAL PARK
0 100 200m

# PROPOSED OFFICIAL PLAN DESIGNATIONS 5.1(A)

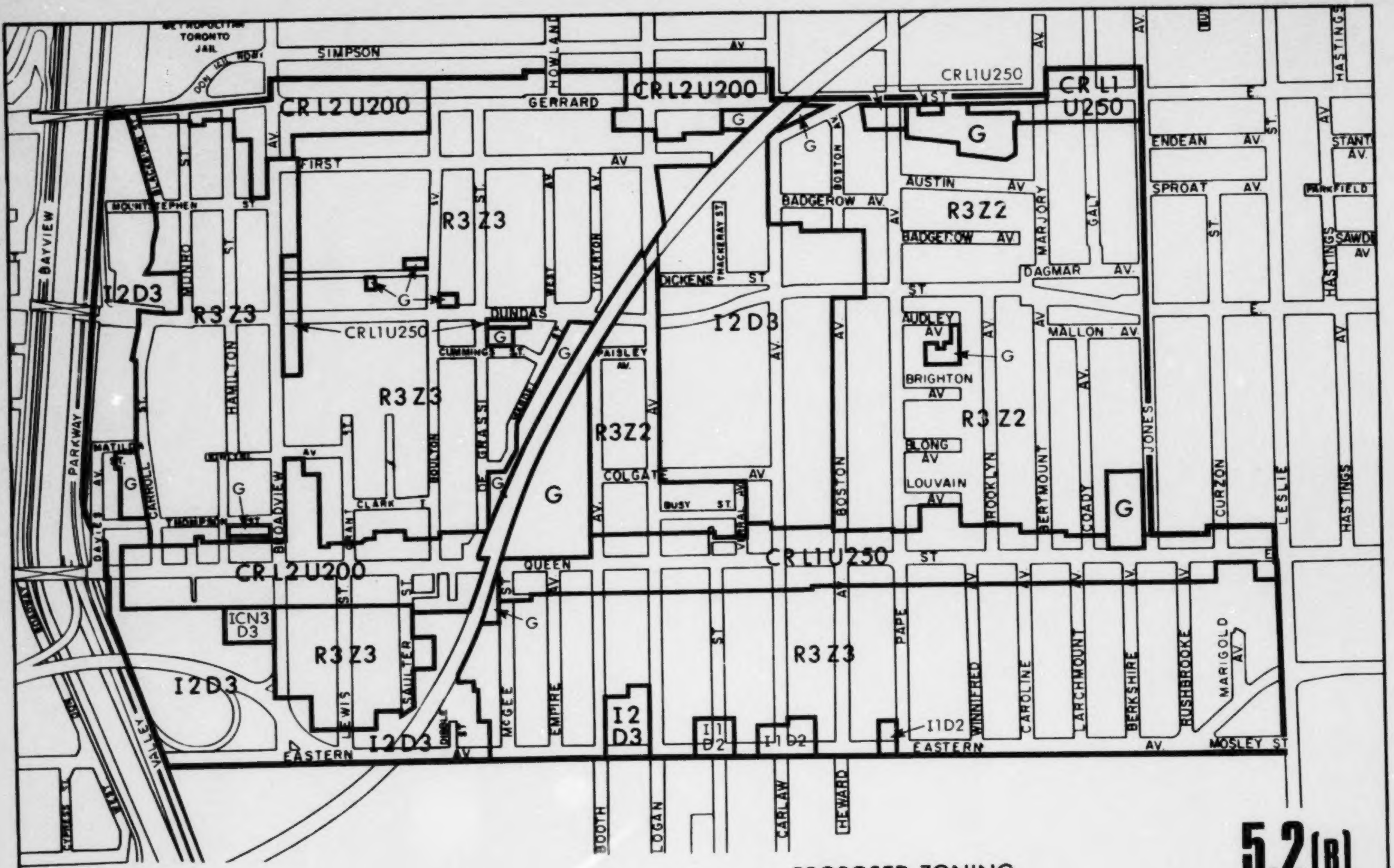
## SOUTH RIVERDALE

### OFFICIAL PLAN PART II STUDY

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT
STEPHEN G. McLAUGHLIN, COMMISSIONER

COMMUNITY AND NEIGHBOURHOOD PLANNING DIVISION

APRIL 1984


METROPOLITAN TORONTO JAIL
DON JAIL ROW
SIMPSON
HOWLAND
GERRARD
CRL2U200
CRL2U200
CRL1U250
CR L1 U250
G
HASTINGS
ENDEAN AV.
STANTON AV.
SPROAT AV.
PARKFIELD
SAWDON AV
AUSTIN AV
BADGEROW AV.
R3Z2
BADGEROW AV
MARJORY
GALT
DAGMAR AV.
BOSTON
FIRST
MOUNT STEPHEN ST
MUNRO
BAYVIEW
I2D3
R3Z3
CRL1U250
DUNDAS
CUMMINGS ST.
PAISLEY AV.
DICKENS
THACKERAY ST
I2D3
AUDLEY AV
BRIGHTON AV
MALLON AV.
R3Z2
BLONG AV
LOUVAIN AV
HAMILTON
PARKWAY
MATILDA ST.
CARROLL
THOMPSON ST
BROADVIEW
GRANT
CLARK
BOULTON
DE GRASSI
WEST
TIVERTON
R3Z2
COLGATE AV
BUSY ST.
VERRAL AV
BROOKLYN
BERTMOUNT
COADY
JONES
CURZON
LESLIE
HASTINGS
DAVIES
QUEEN
CRL1U250
ST
CRL2U200
ICN3 D3
R3Z3
I2D3
LEWIS
SAULTER
DIBBLE ST
I2D3
EASTERN AV
McGEE
EMPIRE
I2 D3
I1 D2
I1D2
I1D2
PAPE
WINNIFRED
CAROLINE
LARCHMOUNT
BERKSHIRE
RUSHBROOKE
MARIGOLD AV
MOSLEY ST
EASTERN AV.
VALLEY
DON
BOOTH
LOGAN
CARLAW
HEWARD
CYPRESS ST
LAKE SHORE

# 5.2(B)

0 100 200m

## PROPOSED ZONING

# SOUTH RIVERDALE

## OFFICIAL PLAN PART II STUDY

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT
STEPHEN G. McLAUGHLIN, COMMISSIONER
COMMUNITY AND NEIGHBOURHOOD PLANNING DIVISION

APRIL 1984

REF. No. 634/73078

In Low Density Residence Areas, residential buildings are permitted to have a floor area of up to one times the area of the lot. This is consistent with the intent of this Plan. However, Section 2.8(a)(i) of the Part I Plan, also permits:

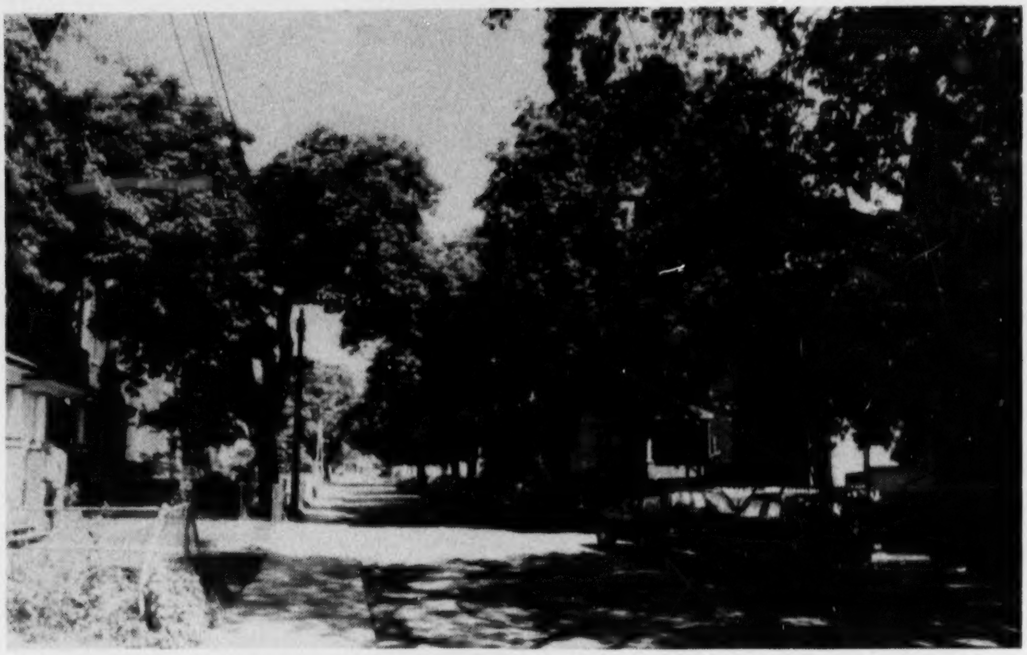
> "residential buildings having a gross floor area not exceding 2.0 times the area of the lot on sites the greater proportion of which are used for industrial or legally non-conforming commercial purposes, provided that in the opinion of Council surrounding areas will not be adversely affected by the development permitted by such by-laws, having regard for the development standards that will apply and the increase in population that will result, and provided the land to which such by-law is to apply is, in accordance with good planning practice, suitable for residential use and that the required development standards provide satisfactory living conditions. (13)"

While a maximum residential density of 2.0 times the area of the lot may be excessive for South Riverdale, given its character, it must be recognized that approval of densities ranging from 1.0 to 2.0 must meet the criteria set out above prior to a rezoning by-law being approved by Council. This extra density provision is therefore desirable in South Riverdale since it could encourage the redevelopment of industrial and non-conforming commercial uses located in Low Density Residence Areas. This would not only minimize land-use conflicts, but it would also provide opportunities for compatible residential infill development.

Section 2.8(b) of the Part I Plan allows for the concentration of residential densities at more than 1.0 times the area of the lot for areas of the City that are covered by Redevelopment Plans. These provisions do not apply to South Riverdale and are therefore not recommended in this Plan.

(ii) Zoning

It is proposed that the Low Density Residence Area be zoned either R3 Z2 or R3 Z3 (see Map 5.2). The R3 zoning category allows for all types of residential uses. In addition, a range of community services and facilities are permitted. The Z2 category signifies the maximum permissible density at .6 times the area of the lot. Most residential properties in the proposed South Riverdale Z2 zones are less than this density. The Z3 category permits a maximum density of 1.0 times the lot area. Residential areas with this proposed density category have average densities that are higher than residential properties in the proposed Z2 zones. This category not only provides a low-rise built-form in new developments that is



*Since the area was first developed it has served as a stable living environment for families of moderate income and it is desirable that the traditional residential population be protected from pressures that would discourage it from staying.*

consistent with the existing house-form character, but it also provides sufficient flexibility for a small addition.

A height limit of 12m (38 ft.) is proposed for the residential areas (see Map 5.3). It is recommended that the apartment at 444 Logan Avenue (Roy McClearly Tower) be exempted from this height limit so that it does not become non-conforming with respect to height.

## 5.3 Restricted Industrial Areas

### (i) Official Plan Proposals

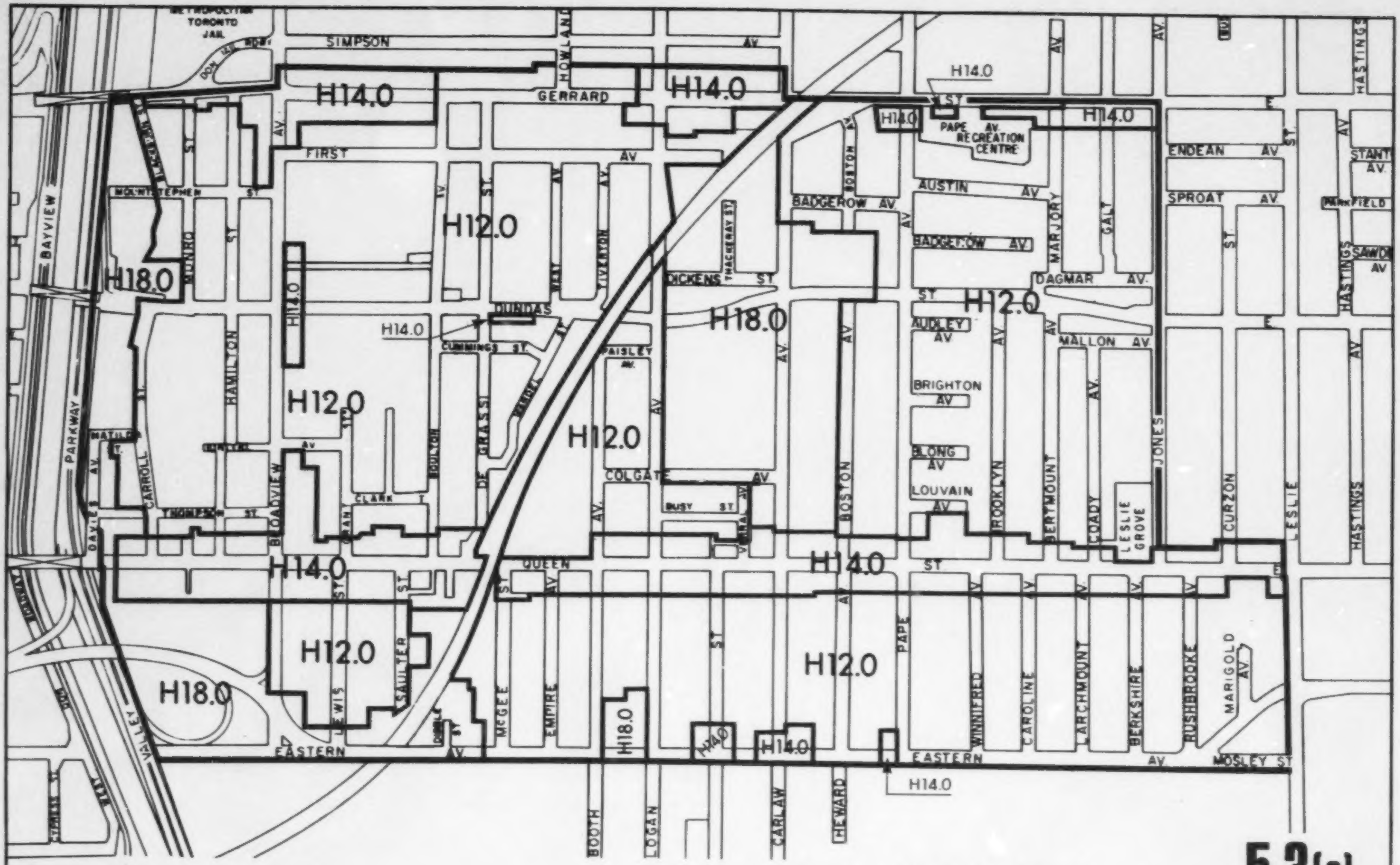
The viability of industry in South Riverdale and its relationship to the City's industrial policy has been clearly demonstrated. The proposed Restricted Industrial Area designation for industrial lands in South Riverdale recognizes this viability, protects designated areas from the proliferation of inappropriate commercial and residential uses and facilitates growth of compatible industrial uses. In addition, the Restricted Industrial Area designation permits only industrial uses that have minimal environmental impact on surrounding residential and commercial areas.

The proposed boundaries of the Restricted Industrial Areas, as depicted on Map 5.1, differ somewhat from South Riverdale industrial boundaries in the Part I Plan, in order to reflect the current land use and desired objectives. The most notable change is the squaring-off and enlargement of the industrial area between Logan Avenue, Boston Avenue, Queen Street and the C.N.R. tracks. Refinements to Part I industrial boundaries for lands along the Don River and Eastern Avenue have also been made. The most significant of these is the west side of McGee Street, which has been taken out of the industrial designation to reflect its current evolution toward residential development.

The City's Official Plan allows industrial buildings up to a maximum density of 7.0 times the lot area and commercial and/or institutional buildings or uses incidental to industrial uses or areas. It is proposed in this Plan that:

a) a maximum density of 5.0 times the lot area is more than enough, given existing densities and the need to limit bulk and scale of buildings near residential uses; and

b) the commercial and/or institutional uses be permitted as set out in the Part I Official Plan.


METROPOLITAN TORONTO JAIL
SIMPSON
GERRARD
HOWLAND
FIRST
H14.0
H14.0
H14.0
H14.0
PAPE AV. RECREATION CENTRE
ENDEAN AV.
SPROAT AV.
STANTON AV.
HASTINGS
SAWDON AV
AUSTIN AV
BADGEROW AV.
BOSTON
MARJORY
GALT
DAGMAR AV.
DICKENS ST
THACKERAY ST
H12.0
H18.0
H12.0
AUDLEY AV
MALLON AV
BRIGHTON AV
BLONG AV
LOUVAIN AV
BROOKLYN
BERTMOUNT
COADY
LESLIE GROVE
JONES
CURZON
LESLIE
BAYVIEW
PARKWAY
H18.0
MUNRO
HAMILTON
MOUNT STEPHEN ST
BLACKBURN ST
H14.0
DUNDAS
CUMMINGS ST
TIVERTON
WEST
DE GRASSI
PAISLEY AV.
BOULTON
CLARK
GRANT
BROADVIEW
CARROLL
MATILDA ST.
THOMPSON ST
DAVIES AV.
COLGATE AV
BUSY ST
VERRAL AV
H12.0
H12.0
H14.0
QUEEN ST
H14.0
H12.0
SAULTER
LEWIS
H18.0
EASTERN AV
DIBBLE ST
McGEE
EMPIRE
H18.0
H14.0
H14.0
H14.0
H12.0
PAPE
WINNIFRED
CAROLINE
LARCHMOUNT
BERKSHIRE
RUSHBROOKE
MARIGOLD AV
MOSLEY ST
EASTERN AV.
BOOTH
LOGAN
CARLAW
HEWARD
VALLEY
DON VALLEY
CYPRESS ST
WEST
0 100 200m

## 5.3(c)

## PROPOSED HEIGHT DISTRICTS

## SOUTH RIVERDALE

## OFFICIAL PLAN PART II STUDY

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT
STEPHEN G. McLAUGHLIN, COMMISSIONER
COMMUNITY AND NEIGHBOURHOOD PLANNING DIVISION

APRIL 1984

REF. No. 634/73078

(ii) Zoning

To implement the Restricted Industrial designations, it is proposed that the areas be zoned I2 D3 and I2 D2. As with all industrial zoning categories, the I2 districts prohibit exclusive commercial developments and were designed to ensure compatibility with adjacent residential uses. A density of either 2.0 or 3.0 times the lot area, respectively, permitted in D2 and D3 zones, is proposed for the industrial uses. The density is less than the maximum permitted in the Official Plan but is sufficient to allow for minor expansion and improvement to existing industrial buildings. For higher densities, up to 5.0 times the area of the lot, a rezoning would be required.

Lands presently used for industrial purposes east of Logan Avenue along Eastern Avenue are proposed to be zoned I1 D2. The I1 district is the most restrictive of the industrial categories and comprises only those uses which are expected to be compatible in close proximity to housing. Uses which generate a great deal of traffic, noise, odour and other emissions are excluded from this zoning district.

A 18m (60 ft.) height limit is proposed for the Restricted Industrial Area as a means to control the impact of building seek on adjacent residential uses and areas.

## 5.4 Low Density Mixed Commercial-Residential Areas

(i) Official Plan Proposals

It is proposed that the majority of frontages in South Riverdale on Queen Street, Gerrard Street and Broadview Avenue depicted in the City's Official Plan as Areas of Permissible Commercial Use within a Low Density Residence Area, minus the small area on Gerrard Street shown as a Low Density Residence Area, and including Queen Street at the railway tracks, be redesignated as Low Density Mixed Commercial-Residential Areas.

Under this Official Plan designation, buildings can be completely commercial up to 2.0 times the lot area or completely residential up to a density of 150 units per hectare; or a mix of commercial and residential as determined by the following mixing formula, provided that commercial density is limited to 2.0 times the lot area and residential density is limited to 150 units per hectare.

$$\text{Non-Residential Density} + \frac{\text{Residential Density}}{100} = 2.5$$

In this Plan, the Low Density Mixed Commercial-Residential Area designation is divided into type "A" and type "B". In type "A" areas such as Queen Street at Broadview Avenue and Gerrard Street at Broadview Avenue, where retail commerce is vigorous, encouragement of commercial uses is proposed to be achieved by keeping non-residential density i.e. commercial and institutional density, at a maximum of 2.0 times the area of the lot; limiting residential density in buildings containing only residential uses to 200 units per hectare; and by permitting a mix of residential and commercial uses in mixed use buildings to a maximum as determined by a mixing formula with a constant of 2.5. In type "B" areas, such as Queen Street between the C.N.R. tracks and Leslie Street, where retail use is on the decline, encouragement of residential uses is proposed, to be achieved by limiting commercial uses to 1.0 times the lot area; keeping a 250 units per hectare maximum on buildings containing only residential uses, and by raising maximum residential densities in mixed use buildings to this same level.

The units per hectare system of calculating density however, sometimes has certain disadvantages for property owners when applied to the small lots that are usually found on the City's commercial strips. In order to overcome these disadvantages, it is proposed in this plan that owners be given a choice between the units per hectare system and the gross floor area system of calculating densities. This will provide the City with a more flexible method of achieving its commercial and housing objectives along retail strips in South Riverdale.

In light of the shortage of housing for low and moderate income people in the City, the Part I Plan has special extra density provisions for both assisted housing and senior citizens' housing in areas designated Low Density Mixed Commercial-Residential. Given the rapidly-declining stock of such housing in South Riverdale, it is proposed that these extra density provisions be adopted as follows:

- that buildings containing residential uses alone or in combination with commercial and/or institutional uses be permitted in areas "A" and "B" at densities 25% greater than the residential density or residential floor area proposed earlier, provided that such densities are used for assisted housing;
- that completely residential buildings intended for senior citizens be permitted in area "A" of the commercial strip up to a maximum special residential density of 400 units per hectare and in area "B" up to a maximum special residential density of 500 units per hectare; and

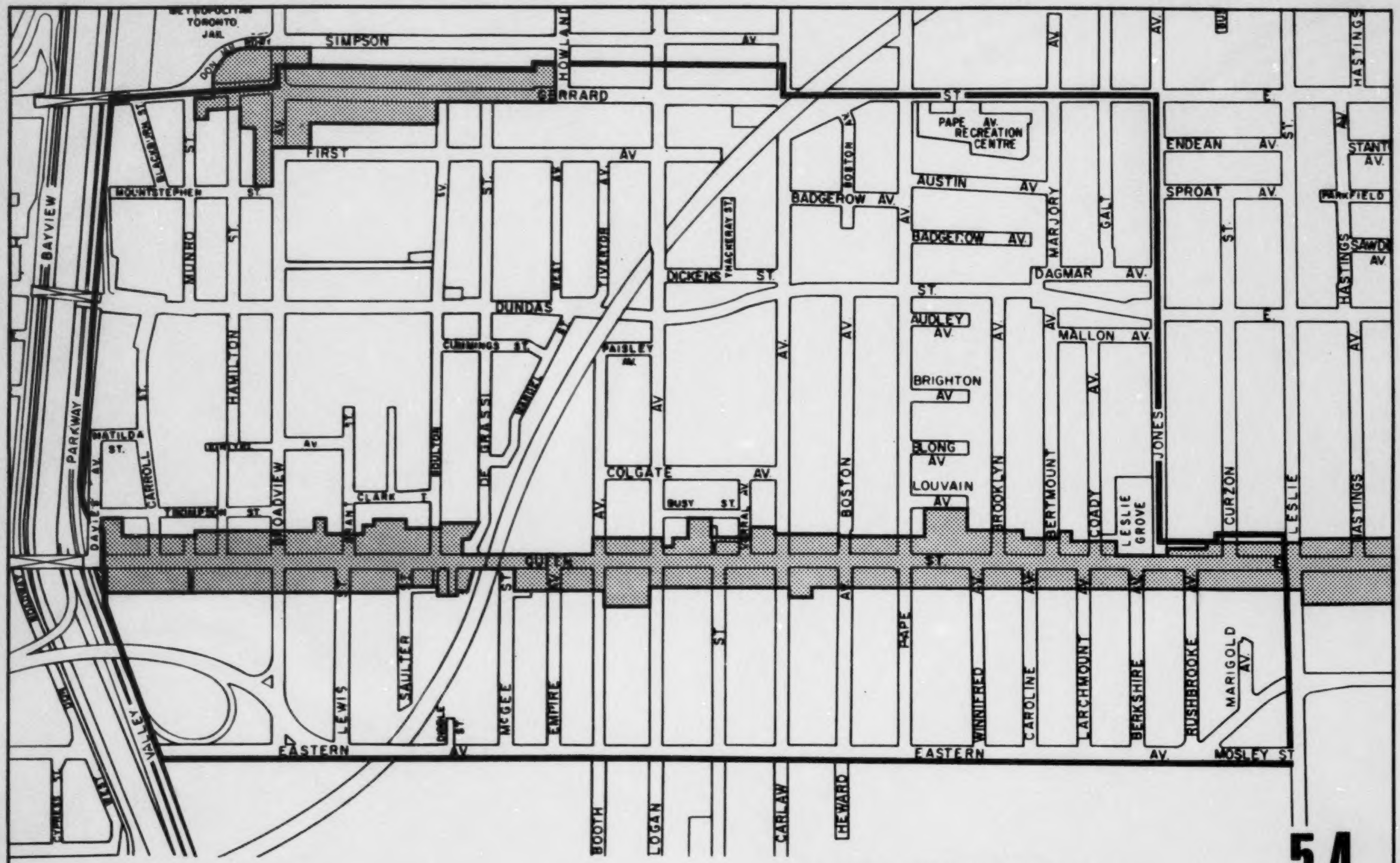
- that mixed-use buildings containing senior citizens' units be permitted in area "A" up to a maximum non-residential density of 2.0 and a special residential density of 400 units per hectare and in area "B" up to a maximum non-residential density of 1.0 and a special residential density of 500 units per hectare, as determined by the following mixing formula:

$$\text{Non-Residential Density} + \frac{\text{Special Residential Density}}{200} = 2.5$$

(iii) Zoning and Site Plan Control

It is proposed that the Low Density Mixed Commercial-Residential Area "A" be zoned CR L2 U200 and the Low Density Mixed Commercial-Residential Area "B" be zoned CR L1 U250. "CR" indicates that commercial and residential uses will be permitted, and "L1 or L2" indicates that commercial uses will be permitted respectively at 1.0 or 2.0 times the area of the lot. U200 and U250 indicate that residential uses will be permitted at 200 or 250 units per hectare. Hence, the zoning mirrors the Part II Plan Official Plan Proposals.

In addition to the zoning by-law, the commercial strips in South Riverdale are also designated as Site Plan Control Areas which means that all proposals for expansion or new development are reviewed by the City, even though the proposals may conform to both the Official Plan and Zoning By-law. This is because the Site Plan Control By-law controls certain aspects of development that are not covered by the Official Plan or the Zoning By-law. For example, the Site Plan Control By-law allows the City to control the provision of landscaped areas, fences and screens, the location of parking facilities and vehicular access, and the siting of buildings (see Map 5.4).


METROPOLITAN TORONTO JAIL
DON JAIL RDWY
SIMPSON AV
HOWLAND
GERRARD ST
FIRST AV
BLACKBURN ST
MOUNTSTEPHEN ST
MUNRO ST
HAMILTON ST
BROADVIEW
BAYVIEW
PARKWAY
MATILDA ST.
CARROLL ST
DAVIES AV
THOMPSON ST
CLARK ST
GRANT ST
BOULTON AV
DE GRASSI ST
CUMMINGS ST
DUNDAS ST
WEST AV
TIVERTON AV
PAISLEY AV
COLGATE AV
BUSY ST
CORAL AV
DICKENS ST
THACKERAY ST
BOSTON AV
BADGEROW AV
AUSTIN AV
PAPE AV. RECREATION CENTRE
MARJORY AV
GALT AV
DAGMAR AV.
AUDLEY AV.
MALLON AV.
BRIGHTON AV
ELONG AV
LOUVAIN AV
BROOKLYN AV
BERTMOUNT AV
COADY AV
LESLIE GROVE
JONES AV
CURZON ST
LESLIE ST
HASTINGS AV
ENDEAN AV
SPROAT AV.
STANTON AV.
PARKFIELD
SAWDON AV
QUEEN ST
SAULTER ST
LEWIS ST
McGEE ST
EMPIRE AV
PAPE AV
WINNIFRED AV
CAROLINE AV
LARCHMOUNT AV
BERKSHIRE AV
RUSHBROOKE AV
MARIGOLD AV.
EASTERN AV
MOSLEY ST
DIBBLE ST
BOOTH
LOGAN
CARLAW
HEWARD
VALLEY
DON

5.4

## SITE PLAN CONTROL AREAS

## SOUTH RIVERDALE

### OFFICIAL PLAN PART II STUDY

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT
STEPHEN G. McLAUGHLIN, COMMISSIONER

COMMUNITY AND NEIGHBOURHOOD PLANNING DIVISION

0 100 200m

APRIL 1984

REF. No. 634/73078

Taken together, the standards set out in the Zoning By-law and the powers available under Site Plan Control should ensure that development in the Low Density Mixed Commercial-Residential Area is compatible with adjacent areas in terms of height, form, siting and traffic.

These legislative powers will be particularly important in the reveiw of any density bonus for senior citizen and assisted housing proposals.

## 5.5 General Use Areas

### (i) Official Plan Proposals

The commercial strip area along Queen Street, west of Broadview Avenue, including properties on the west side of Broadview Avenue and south of Queen Street, is proposed for designation as a General Use Area.

As the name suggests, the area contains a variety of building types and a wide mixture of land uses. This portion of Queen Street functions as a transitional area between the industrial area to the south and west, the residential area to the north, and the retail-commercial area at the Queen Street and Broadview Avenue intersection.

The General Use Area designation was introduced into the Part I Official Plan as part of the City's policy to recognize that certain areas of the City contain a large mixture of uses providing opportunities for a wide range of enterprises to co-exist. Pertinent Part I General Use Area statements are:

> "4.29 (a) General Use Areas shall be regarded as areas containing a mix of commercial, institutional, and industrial uses, which are environmentally compatible with adjacent and neighbouring uses. Council may permit residential uses in such Areas only by way of appropriate study and amendment to this Plan.
>
> (b) Council shall employ its powers of regulation and review and shall make requirements to ensure the mutual compatibility of uses in General Use Areas.
>
> 4.30 In General Use Areas, Council, subject to Section 4.13, may pass by-laws to permit:
>
> (i) industrial buildings or uses which are environmentally compatible with adjacent and neighbouring uses, provided that the total gross floor area of such industrial

buildings or uses does not exceed 7.0 times the area of the lot; and/or

(ii) commercial and/or institutional buildings or uses having a gross floor area of up to 3.0 times the area of the lot; and/or

(iii) buildings containing a mix of industrial, commercial and institutional uses, having a total gross floor area up to 7.0 times the area of the lot, provided that the total gross floor area of the commercial and/or institutional component of any such mixed use building does not exceed 3.0 times the area of the lot."

Given the low rise nature of buildings within the South Riverdale General Use Area and the existence of low density housing to the north, it is proposed that the above policies be modified in this Plan to:

(1) limit industrial, commercial and institutional uses and buildings containing a mixture of such uses to 2.0 times the area of the lot;

(2) allow buildings containing only residential uses a maximum density of 200 units per hectare; and

(3) allow buildings containing mixed residential and non-residential uses a non-residential density of 2.0 and a residential density of 200 units per hectare as determined by the following mixing formula:

$$\text{Non-Residential Density} + \frac{\text{Residential Density}}{100} = 2.5$$

In addition it is also proposed that the residential provisions discussed in Section 5.4, pertaining to assisted housing (25% bonus provision) and to a choice between the units per hectare system and the gross floor area system of calculating density, apply to residential development in the General Use Area. Residential development should, however, only be permitted where appropriate regard is had for the constraints of the physical environment in the vicinity of the Don Valley Parkway.

(ii) Zoning

It is proposed that the commercial strip along Queen Street, west of Broadview Avenue, be zoned CR L2 U200; the same as east of Broadview Avenue to the railway tracks. A wide range of residential and commercial uses is possible under this zoning category. The introduction of industry to the area would require a rezoning, which is desirable given the majority of surrounding land-uses.

IC D2 L3 is proposed as the zoning for the 90-100 Broadview Avenue site in recognition of the November 3, 1983 decision of the Ontario Municipal Board to exclude this site from the one year prohibition of C1 uses on industrial lands in South Riverdale. The D2 refers to the industrial density, thus permitting industrial uses up to two times the lot area, and the L3 refers to the permissible commercial density of 3.0 times the area of the lot.

### 5.6 Community Services and Facilities

South Riverdale is blessed with a relatively generous supply of community facilities including schools, community centres, libraries, recreation centres, churches, the Y.M.C.A., health centres and parks. The array of services offered by the facility infrastructure is just as impressive.

What is now needed is fine-tuning of the existing system. Capital spending emphasis must switch from provision of new facilities to maintenance and upgrading of current community facilities. Beautification through such programs as the Business Improvement Program should also be encouraged. This Plan proposes the further development of linkages between existing agencies to maximize the use of existing spaces and to avoid duplication of services. The East End Network is an example of how successful such an attempt at developing linkages could be. Finally, providers of services must become increasingly sophisticated in determining client needs. If the current priority is daycare space, then this should be reflected in the use of community space in the neighbourhood.

### 5.7 Traffic, Parking and Transit

The most significant transportation pressures facing South Riverdale are external, not internal. Both the T.T.C. and GO Transit are studying the possibility of using the C.N.R. right-of-way to increase service for long distance commuters. Provision of additional tracks to accommodate this increased service is seriously being considered by both agencies. Unfortunately, additional tracks can only be achieved by widening the existing right-of-way, which entails expropriation of properties along the length of the track.

Even though both studies are in very preliminary stages, it is important to take a position on this issue now. Consequently, it is proposed in this Plan that new public transit proposals of City-wide or regional significance should be contained within existing transportation corridors and introduced only after full consultation with the local community.

Local transportation issues in South Riverdale, including the parking problem and lack of public transit along Dundas Street, east of Broadview Avenue, pale by comparison with the above issue. Nevertheless, they need to be addressed. It is therefore proposed that the City use all its available powers to encourage the provision of streetcar service east of Broadview Avenue along Dundas Street, and to alleviate local parking problems by improving the lane system and shared use of existing parking facilities. The provision of a Dundas Street streetcar would alleviate congestion on the heavily-used Queen and Gerrard Street streetcars and would also reduce local parking problems by encouraging transit ridership on the part of employees in the immediate area.

# 6. SUMMARY OF RECOMMENDATIONS

## Section I: Part II Official Plan Policies

### 6.1 Part 1 Official Plan Amendment

That the Part 1 Plan for the City of Toronto be amended as it applies to South Riverdale as follows:

i) by deleting from Map 3 of the Part 1 Plan the area of Permissible Industrial Use and area of Permissible Commercial Use for the areas shown on Map A of this report.

### 6.2 Part 11 Official Plan Amendment

That the following statements and map be considered for the purpose of amending the Official Plan for the area of the City of Toronto known as South Riverdale.

### 6.2.1 Interpretation

1.1 For the purpose of amending the Official Plan for the City of Toronto Planning Area, South Riverdale is defined as that area within the solid dark line as shown on Map A.

1.2 This amendment is deemed to be Part 11 of the Official Plan for South Riverdale.

1.3 The boundaries of the Low Density Residence Areas, the Low Density Mixed Commercial Residential Areas, the Restricted Industrial Area, General Use Area and the Local Park are as set out in Map A which forms part of this amendment.

1.4 The text and maps of Part 1 of the Official Plan shall continue to apply to South Riverdale except when in conflict therewith, in which case the text and map of this amendment shall prevail.

### 6.2.2 General

2.1 South Riverdale is an established residential district traditionally comprised of working class housing but with a strong industrial land use component. Many of the industrial uses have a City-wide significance and for the most part South Riverdale's industry is fairly tightly grouped in industrial nodes. In addition it has areas of mixed residential & commercial use serving the local population. The C.N.R. right of way bisects the area and introduces a significant land use constraint.

### Industry

2.2 It is the policy of Council to safeguard and enhance those areas of South Riverdale along Carlaw Avenue and Eastern Avenue and the East side of the Don Valley Parkway, which are primarily in industrial use, for continued industrial use. Accordingly, Council shall employ its powers of regulation and take other steps as may be appropriate to enrich the industrial fabric and to establish these areas for exclusive industrial use.

### Housing

2.3 It is the policy of Council to reinforce the established residential community of South Riverdale and to enhance the quality of the residential environment. Accordingly, Council shall:

i) encourage the retention and rehabilitation of the existing housing stock, particularly two - to three-storey dwellings;

ii) seek to ensure that South Riverdale provides housing for a range of household types, including families with children, senior citizens, single adults and households of low to moderate income; and

iii) ensure that the physical form, height and design of new or altered buildings for residential development respect the scale and character of existing buildings and the low-rise residential character of the area.

### Commerce

2.4 It is the policy of Council to enhance local retail and service facilities in South Riverdale to serve the needs of residents and workers while maintaining strong retail communities and preventing the harmful fragmentation or dissipation of retail vitality. Accordingly, Council shall:

i) restrict commercial activity to the established commercial communities along Queen Street East, Broadview Avenue and Gerrard Street East; and

ii) continue to support the existing limited number of local convenience stores within the existing residential areas.

Traffic Parking & Transit

2.5 It is the policy of Council to provide for a traffic pattern serving South Riverdale in such a manner so as to:

a) encourage the efficient movement by road and rail of industrial goods associated with local industrial uses;

b) reduce conflict between residential and non residential uses by means such as extentions and improvements to lanes, review of truck routes, and other site planning review as provided by Site Plan Control in accordance with Section 40 of The Planning Act; and

c) ensure a high standard of residential amenity on local streets, through efforts directed at alleviating the problems of excessive speed and through traffic and improving pedestrian safety.

2.6 It is the policy of Council to increase the number and utilization of both on-street and off-street parking facilities for residents through such measures as improving and expanding the laneway system, encouraging the shared use of parking facilities, and exploring opportunities to expand off-street facilities.

2.7 Council shall seek to improve off-street loading facilities and access for industrial enterprises in South Riverdale and encourage industry to meet employee parking demands off-street.

2.8 It is the policy of Council to encourage the increased use of public transit in South Riverdale. To this end, Council shall encourage the maintenance and upgrading of public transit facilities and the introduction of new local services including the extension of the Dundas Street service east of Broadview Avenue. New public transit proposals of City-wide significance or regional implications should be contained within existing transportation corridors and introduced only after full consultation with the local community.

## Community Services and Recreation

2.9 In order to provide for a level of community services and facilities and public recreation appropriate for the needs of residents and workers in South Riverdale it is the policy of Council to:

i) encourage the provision of a wide range of community services, recreational facilities and programmes catering to various age groups and which recognize the rich ethnic and cultural diversity of the neighbourhood;

ii) encourage the coordination and collaboration on the part of community organizations, institutions, agencies and various levels of government in the planning and operation of community services and programs;

iii) employ its powers to maintain, imaginatively develop and intensify the use of lands, buildings and facilities thereon for the purposes of parks and recreation.

## Building Height

2.10 In recognition of building height as an essential element in maintaining residential amenity, visual coherence of specific areas and compatibility between different uses and areas in South Riverdale, it is the policy of Council to pass by-laws to limit the height of buildings in those parts of South Riverdale where these objectives are important and should be secured.

## 6.2.3 Low Density Residence Areas

3.1 Low Density Residence Areas shall be regarded as stable residential areas in which housing suitable for families with children shall be encouraged in a variety of predominantly low scale building forms.

3.2 In the Low Density Residence Areas Council may pass by-laws to permit residential buildings having a gross floor area in accordance with Part 1 of the Official Plan, provided that, in passing by-laws to permit the maximum densities, appropriate regard is had for the effect of such buildings on the stability and general residential amenity and character of the Residence Areas.

3.3 Notwithstanding Section 3.2 and in order to permit certain commercial and industrial uses to continue operation unhindered by a non-conforming use status, Council may pass by-laws to permit certain industrial uses and or commercial uses in the Low Density Residence Areas having a gross floor area of up to 1.0 times the area of the lot, provided that such use was legally in existence at the date of passage of this Plan by Council.

3.4 Section 2.8 (b) of Part 1 of the Official Plan shall not apply in South Riverdale.

### 6.2.4 Low Density Mixed Commercial-Residential Areas "A"

4.1 Low Density Mixed Commercial-Residential Areas "A" are seen as the major retail and service centres within the South Riverdale Neighbourhood, with two - and three-storey buildings predominating, providing a pedestrian-oriented shopping environment and containing a mix of commercial, residential and institutional uses.

4.1.1 In Low Density Mixed Commercial-Residential Areas "A" Council may pass by-laws to permit:

i) buildings containing only residential uses up to a maximum residentail density of 200 units per hectare; or

ii) buildings containing only commercial and/or institutional uses up to a maximum non-residential density of 2.0 times the lot area; or

iii) buildings containing a mix of residential uses and commercial and/or institutional uses at densities determined by the following mixing formula:

$$\text{Non-Residential Density} \times \frac{\text{Residential Density}}{100} = 2.5$$

provided that the non-residential density does not exceed 2.0 times the area of the lot and the residential density does not exceed 200 units per hectare.

4.1.2 Notwithstanding the provisions of Section 4.1.1 of this Plan, but subject to Section 4.3.2 of the Plan, Council may pass by-laws in Low Density Mixed Commercial-Residential Areas "A" to permit:

i) buildings containing only residential uses up to a maximum gross floor area of 2.0 times the area of the lot; or

ii) buildings containing a mix of residential uses and commercial and/or institutional uses up to a maximum gross floor area of 2.5 times the area of the lot provided that the non-residential gross floor area does not exceed 2.0 times the area of the lot and the residential gross floor area does not exceed 2.0 times the area of the lot.

4.1.3 Notwithstanding the provisions of Section 4.1.1 but subject to Section 4.3.2 of this Plan, Council may, on the application therefor by the owner of a lot, pass by-laws in Low Density Mixed Commercial-Residential Areas "A" to permit buildings containing senior citizens' housing, alone or in combination with other uses, up to the special residential densities as specified below:

i) in exclusively residential buildings, up to a special residential density of 400 units per hectare; or

ii) in buildings containing a mix of senior citizens housing and commercial and/or institutional uses, up to the special residential density determined by the following mixing formula:

$$\text{Non-Residential Density} + \frac{\text{Special Residential Density}}{200} = 2.5$$

provided that the non-residential density does not exceed 2.0 and the special residential density does not exceed 400 units per hectare.

## Low Density Mixed Commercial-Residential Areas "B"

4.2 Low Density Mixed Commercial-Residential Areas "B" shall be regarded as local retail and service strips with a mix of commercial and residential uses intended to serve the needs of local residents.

4.2.1 In Low Density Mixed Commercial-Residential Areas "B" Council may pass by-laws to permit:

i) buildings containing only residential uses up to a maximum residential density of 250 units per hectare; or

ii) buildings containing only commercial and/or institutional uses up to a maximum non-residential density of 1.0; or

iii) buildings containing a mix of residential and commercial and/or institutional uses up to the non-residential and residential densities determined by the following mixing formula:

$$\text{Non-Residential Density} + \frac{\text{Residential Density}}{100} = 2.5$$

provided that the non-residential density does not exceed 1.0 and the residential density does not exceed 250 units per hectare.

4.2.2 Notwithstanding the provisions of Section 4.2.1 of this Plan, Council may pass by-laws in Low Density Mixed Commercial-Residential Areas "B" to permit:

i) buildings containing only residential uses up to a maximum gross floor area of 2.5 times the area of the lot or

ii) buildings containing a mix of residential uses and commercial and/or institutional uses up to a maximum gross floor area of 2.5 times the area of the lot, provided that the non-residential gross floor area does not exceed 1.0 times the area of the lot and the residential gross floor area does not exceed 2.5 times the area of the lot.

4.2.3 Notwithstanding the provisions of Section 4.2.1 but subject to Section 4.3.2 of this Plan, Council may, on the application therefor by the owner of a lot, pass by-laws in Low Density Mixed Commercial-Residential Areas "B" to permit buildings containing senior citizens' housing, alone or in combination with other uses, up to the special residential densities as specified below:

i) in exclusively residential buildings, up to a special residential density of 500 units per hectare; or

ii) in buildings containing a mix of senior citizens' housing and commercial and/or

iii) institutional uses, up to the special residential density determined by the following mixing formula:

$$\text{Non-Residential Density} + \frac{\text{Special Residential Density}}{200} = 2.5$$

provided that the non-residential density does not exceed 1.0 and the special residential density does not exceed 500 units per hectare.

4.3.1 Notwithstanding the provisions of Sections 4.1.1, 4.1.2., 4.2.1 and 4.2.2 but subject to Section 4.3.3 of this

Plan, Council may pass by-laws in Low Density Mixed Commercial-Residential Areas "A" and "B" to permit buildings containing residential uses, alone or in combination with commercial and/or institutional uses, at densities up to 25 per cent greater than the residential densities permitted by Section 4.1.2 and 4.2.2 or having a residential gross floor area up to 25 per cent greater than the amount permitted by Section 4.1.2 and 4.2.2 provided that the owner of any such building enters into an agreement with the City to provide at least such additional residential density or additional residential gross floor area for the purpose of any assisted housing program.

4.3.2 In considering applications to amend the Zoning By-law in Low Density Mixed Commercial Residential Areas "A" and "B" with respect to the residential densities or residential gross floor areas of buildings up to the maximum limits permitted by Sections 4.1.1, 4.1.2, 4.1.3, 4.2.1, 4.2.2., 4.2.3 and 4.3.1 of this Plan, Council shall have regard for:

i) the compatibility of the new development with the existing character, buildings, uses and alignments in the surrounding Low Density Mixed Commercial-Residential Areas;

ii) the relationship of the new development, in terms of height, form, siting, traffic and servicing, to adjacent Low Density Residence Areas;

iii) the relationship of the new development in terms of amenity and privacy and satisfactory buffering to adjacent Restricted Industrial Areas and the General Use Area;

iv) the desirability of maintaining the continuity of commercial uses at grade;

v) the provisions of adequate parking and servicing facilities, and the appropriate siting of ingress and egress so as to minimize associated traffic and parking problems and any potential treats to pedestrian safety and obstacles to pedestrian movement in that part of the Low Density Mixed Commercial-Residential Area where the new development is located; and

vi) the provisions of Section 3A.5(c)(i) of Part 1 of the Official Plan with respect to the concentration of senior citizens' housing in the neighbourhood.

4.3.3 Section 3A.1(g) of Part 1 of the Plan shall not apply in the Low Density Mixed Commercial-Residential Areas "A" and "B" in South Riverdale.

### 6.2.5 Restricted Industrial Areas

5.1 The Restricted Industrial Areas shall be regarded as areas containing a limited range of industrial uses which are environmentally compatible with adjacent Low Density Residence Areas and Low Density Mixed Commercial-Residential Areas.

5.2 In Restricted Industrial Areas, Council may, subject to Section 5.4, pass by-laws to permit:

i) industrial buildings or uses which have a minimal environmental impact on neighbouring buildings or uses, provided that the gross floor area of such industrial buildings or uses does not exceed 5.0 times the area of the lot; or

ii) commercial and/or institutional buildings or uses incidental to industrial uses or areas;

iii) residential buildings having a gross floor area up to 1.0 times the area of the lot provided that any such building is legally in existence at the date of the passage of this Plan by Council.

5.3 Prior to passing by-laws to permit a change in use affecting those lots referred to in Section 5.2(iii), Council shall be satisfied that any such change will be compatible with the continued use of any remaining residential uses.

5.4 Prior to passing by-laws referred to in Section 5.2 to permit industrial buildings or uses in Restricted Industrial Areas, Council shall have regard for:

i) the provision of adequate car and truck access and parking and loading facilities; and

ii) the impact of such industrial buildings or uses on the surrounding area in terms of traffic flows, building forms, and relationships to neighbouring buildings or uses.

### 6.2.6 General Use Area

6.1 The General Use Area shall be regarded as an area appropriate for a wide range of uses which can take advantage of the variety of building forms in the area, including commercial and artistic and craft-related uses, and existing industrial uses which are environmentally compatible with adjacent and neighbouring uses. Residential development will be permitted only where appropriate regard is had for the constraints of the physical environment in the vicinity of Don Valley Parkway and the adjacent Restricted Industrial Area.

6.2 In the General Use Area, Council may pass by-laws to permit:

i) industrial buildings and uses which are environmentally compatible with adjacent and neighbouring uses, having a gross floor area up to 2.0 times the area of the lot; or

ii) buildings containing only commercial uses and/or institutional uses having a maximum gross floor area up to 2.0 times the area of the lot; or

iii) buildings containing a mix of commercial, institutional or industrial uses having a total gross floor area up to 2.0 times the area of the lot; or

iv) buildings containing only residential uses up to a maximum residential density of 200 units per hectare; or

v) buildings containing a mix of residential and commercial uses and/or institutional uses up to the residential and non-residential densities determined by the following mixing formula:

$$\text{Non-Residential Density} + \frac{\text{Residential Density}}{100} = 2.5$$

provided that the non-residential density does not exceed 2.0, and the residential density does not exceed 200 units per hectare.

6.3 Notwithstanding the provisions of Section 6.2, Council may pass by-laws in the General Use Area to permit buildings containing residential uses, alone or in combination with commercial uses and/or institutional uses, having a residential density up to 25 percent greater than the residential density permitted by Sections 6.2(iv) and 6.2(v) provided that the owner of any such building agrees with the City to provide such additional residential density for the purpose of housing for low-to-moderate income households.

6.4 Notwithstanding the provisions of Section 6.2 of this Plan, Council may pass by-laws in the General Use Area to permit:

i) buildings containing a mix of residential uses and commercial and/or institutional uses up to a maximum gross floor area of 2.5 times the area of the lot provided that the non-residential gross floor area does not exceed 2.0 times the area of the lot and the residential gross floor area does not exceed 2.0 times the area of the lot.

## Section II: Amendments to the Zoning By-law

### 6.2.7 Use and Density

7.1 The provisions of the Zoning By-law shall be amended as they apply to South Riverdale in accordance with Map B.

7.2 That notwithstanding 7.1 above, a "pharmaceutical factory primary" be permitted at premises known municipally in the year 1984 as 64 Colgate Avenue and a "general chemical products factory" be permitted at premises known municipally in the year 1984 as 347 (rear) Carlaw Avenue.

### 6.2.8 Front Yard Setback

8.1 The provisions of the Zoning By-law shall be amended as they apply to South Riverdale so as to require, in R3 zoning districts shown on Map B, the front lot line, setback of residential buildings to be average of the front line setback of adjacent residential buildings.

### 6.2.9 Height of Buildings

9.1 The Zoning By-law shall be amended as it applies to South Riverdale to limit the height of buildings, excluding chimneys, vents, mechanical equipment and structures required to house such elements, in accordance with Map C.

## Section III: Other Actions

### 6.2.10 Site Plan Control

10.1 The Restricted Industrial Areas shown on Map A be designated by By-law as areas of Site Plan Control, pursuant to Section 40 of The Planning Act.

10.2 City Council request the Toronto Transit Commission to introduce streetcar service on Dundas Street east of Broadview Avenue.

10.3 The Commissioner of Parks and Recreation, in consultation with the Commissioner of Planning and Development, be requested to develop and implement a comprehensive tree-planting program and improvement of outdoor recreation areas in accordance with the report entitled "The Greening of South Riverdale".

# APPENDIX A

# SOUTH RIVERDALE
INDUSTRIAL SURVEY

APPENDIX 'A'

## SOUTH RIVERDALE INDUSTRIAL SURVEY

c/o City of Toronto Planning and Development Department, East Toronto Site Office, 793 Gerrard Street East, Toronto, Ontario. Phone 463-5914.

### SURVEY OF INDUSTRY

### IN THE SOUTH RIVERDALE AREA

(NOTE TO INTERVIEWER:- Please read the following to the respondent:

> This questionnaire is concerned primarily with your firm's operations in the South Riverdale planning area. South Riverdale is bounded on the west by the Don River, on the north by Gerrard Street, on the east by Coxwell Avenue and on the south by Lakeshore Boulevard.
>
> Individual responses will be held as confidential and no information will be published which will disclose details of your firm's operation.

Interviewer____________________ Date of Interview____________________

Starting Time of Interview____________________

NAME OF FIRM________________________________________

ADDRESS OF FIRM______________________________________

NAME________________________________________

POSITION/TITLE___________________________________

PHONE__________________________

---

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 1 | | | | | | | | | | | | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |

## A. GENERAL INFORMATION

**I'd like to begin this interview with a few general questions about your firm.**

**1. Is your firm in the South-Riverdale area a head office?**

**yes ( ) 1**
**no ( ) 2**
**no response ( ) R**

☐ 17

**(IF ANSWER TO #1 IS "NO", ASK FOLLOWING QUESTION)**

**2. Is your firm's head office in:**

**The City of Toronto ( ) 1**
**Metropolitan Toronto ( ) 2**
**Ontario ( ) 3**
**Canada ( ) 3**
**Address________________________ Other ( ) 4**
**no response ( ) R**

☐ 18

**3. How long has your firm been at its present location in the South Riverdale Area?**

**Number of years__________**

☐☐☐☐ 19 20 21 22

**4. Which of the following terms best describes the primary and secondary function of this establishment in the South Riverdale area...**

**manufacturing ( ) 1**
**wholesaling ( ) 2**
**trucking ( ) 3**
**service ( ) 4**
**storage ( ) 5**
**(Rank 1,2) construction ( ) 6**
**printing ( ) 7**
**other ( ) 8**
**no response ( ) R**

☐ 23

☐ 24

**If category is unclear describe operation:........**

**.........................................**

**.........................................**

**.........................................**

5. How much gross floor area does your firm occupy in the South Riverdale area?

_______________sq. ft.

25 26 27 28 29 30 31

6. In the past five years has your firm's gross floor area in South Riverdale

32

a) expanded, if so by how much?

_______________sq.ft.

33 34 35 36 37

b) remain unchanged

38 39 40 41 42

c) been reduced, if so by how much?

_______________sq. ft.

## B. EMPLOYMENT

I would now like to ask some questions concerning your employees.

7. Approximately how many persons are employed by your firm in the South Riverdale area?

number_______________

43 44 45 46 47

8. Approximately how many persons were employed by your firm 5 years ago?

number_______________

48 49 50 51 52

9. Approximately how many of your employees fall within the following categories:

a) Full Time emloyees (Number)__________

53 54 55 56 57

b) Part Time employees(Number)__________

58 59 60 61 62

c) Male employees (Number)__________

63 64 65 66 67

d) Female empolyees (Number)__________

68 69 70 71 72

e) Seasonal employees (Number)__________

73 74 75 76 77

1 2 3

2
4

10. How many of your employees are involved most of their time in the following types of work?

a) Distribution and delivery (Number)___ 5 6 7 8 9

b) Storage and loading (Number)_________ 10 11 12 13 14

c) Service and sales (Number)___________ 15 16 17 18 19

d) Manufacturing (Number)_______________ 20 21 22 23 24

e) Administration (Number)_____________ 25 26 27 28 29

f) Research and development (Number)____ 30 31 32 33 34

11 How many shifts do you have?

(Number)______________ 35

12. Is your firm subject in any one year to significant fluctuations in (more than twenty percent)....

a) full time employment

no ( ) 1
yes ( ) 2 36

b) part-time employment

no ( ) 1
yes ( ) 2 37

13. Approximately what is your full time labour turnover each year as a percentage of your total labour force?

__________% 38 39 40

14. Would you indicate approximately what percentage of your employees live in the following areas....

a) within a radius of one mile of your firm?

___________% (No._________) 41 42 43

b) within the City of Toronto, including those within one mile of your firm?

__________% (No.__________) ☐☐☐ 44 45 46

c) within the remainder of Metro Toronto and beyond?
(that is, not including the City)

__________% (No.__________) ☐☐☐ 47 48 49

15. During the last pay period, what was the percentage of full-time employees earning the following hourly wage rates....

a) $5.00 or less:

__________% (NO.__________) ☐☐☐ 50 51 52

b) $5.01 to $7.00

__________% (No.__________) ☐☐☐ 53 54 55

c) $7.01 to $9.00

__________% (No.__________) ☐☐☐ 56 57 58

d) $9.01 to $11.00

__________% (No.__________) ☐☐☐ 59 60 61

e) $11.01 to $13.00

__________% (No.__________) ☐☐☐ 62 63 64

f) $13.01 or more

__________% (No.__________) ☐☐☐ 65 66 67

16. What percentage of your employees falls within the following skill-levels....

a) unskilled?

(manual labour requiring no formal training and less than 1 week on the job training)

__________% (No.__________) ☐☐☐ 68 69 70

b) semi-skilled

(labour requiring less than one-year training, on the job or formal education)

__________% (No._________)

☐☐☐ 71 72 73

c) skilled

(4 years of job specific training, formal education or apprenticeship)

__________% (No._________)

☐☐☐ 74 75 76

d) highly skilled

(more than 4 years of job specific training

__________% (No._________)

☐☐☐ 77 78 79

## C) Production, Location & Linkages

I would like to ask you some questions on the nature of your productive processes, your dependence on suppliers and locational advantages and disadvantages of your current plant location.

☐☐☐ 1 2 3

☐ 4 3

17. a) In terms of dollar value what is your most important product?

☐☐ 5 6

NAME OF PRODUCT: chemical products ( ) 1
clothing ( ) 2
construction ( ) 3
electrical products ( ) 4
food and beverages ( ) 5
leather products ( ) 6
machine products ( ) 7
misc. manf. products
(inc. scientific equip.
jewellery, toys, sporting goods ( ) 8
non-metalic mineral products ( ) 9
paper, printing, publishing ( ) 10
primary fabricated metal ( ) 11
rubber products ( ) 12
textiles ( ) 13
transportation equipment ( ) 14
wholesale and storage ( ) 15
wood products ( ) 16
other ( ) 17

b) If you are a service industry (i.e. don´t produce a product) to what general category of business or industry do you provide your greatest volume of business (dollar revenues).

NAME OF INDUSTRY:
chemical products ( ) 1
clothing ( ) 2
construction ( ) 3
electrical products ( ) 4
food and beverage ( ) 5
leather products ( ) 6
machine products ( ) 7
misc. manf. products
(inc. scientific equip.
jewellery, toys, sporting goods ( ) 8
non-metallic mineral products ( ) 9
paper, printing, publishing ( ) 10
primary/fabricated metal ( ) 11
rubber products ( ) 12
textiles ( ) 13
transportation equipment ( ) 14
wholesale & storage ( ) 15
wood products ( ) 16
other ( ) 17

☐☐
7 8

18. Where are your first and second most important markets?

(Rank 1,2)

South Riverdale ( ) 1
downtown Toronto ( ) 2
City of Toronto ( ) 3
Metro Toronto Region ( ) 4
Ontario ( ) 5
Canada Wide ( ) 6
International ( ) 7
no response ( ) R

☐
9

☐
10

19. **What are the three most important manufactured goods, parts, supplies or materials used in your production process?**

**If not able to classify, please list.**

**1.____________________**
**2.____________________**
**3.____________________**

**chemical products ( ) 1**
**clothing ( ) 2**
**electrical products ( ) 3**
**food and beverage ( ) 4**
**leather products ( ) 5**
**machine products ( ) 6**
**misc. manf. products inc. scientific equip.**
**jewellery, toys, sporting goods ( ) 8**
**non-metallic mineral products ( ) 9**
**paper, printing, publishing ( ) 10**
**primary/fabricated metal ( ) 11**
**rubber products ( ) 12**
**textiles ( ) 13**
**transportation equipment ( ) 14**
**wholesale & storage ( ) 15**
**wood products ( ) 16**
**other ( ) 17**

☐☐ 11 12
☐☐ 13 14
☐☐ 15 16

20. **What is the approximate origin of the most important manufactured good, part, supply or material used in your business?**

**South Riverdale ( ) 1**
**Downtown Toronto ( ) 2**
**City of Toronto ( ) 3**
**Metro Toronto region ( ) 4**
**Ontario ( ) 5**
**Canada ( ) 6**
**Outside Canada ( ) 7**
**don´t know ( ) 8**
**not applicable ( ) 9**
**no response ( ) 10**

☐☐ 17 18

21. Which of the following are the three most important factors that contribute to your firm remaining in its present location. ANSWER ALL QUESTIONS A-O

For example, if you consider your current level of capital investment in plant and equipment difficult to relocate and an impediment to relocation you would view capital investment as one factor.

(Rank 1, 2, 3)

a) capital investment ( )
b) room for expansion ( )
c) suitable building ( )
d) rent (land costs) ( )
e) zoning & building regulations ( )
f) shipping facilities ( )
g) access to suppliers ( )
h) access to market ( )
i) access to labour ( )
k) attitude of nearby residents ( )
l) employee parking ( )
m) access to public transit for employees ( )
n) City Services (sewers, water) ( )
o) Other ( )
Specify__________________

☐ 19

☐ 20

☐ 21

22) Which of the following are the three most important factors associated with a new location which would explain why your firm might move?

For example, if you discovered that rents were substantially lower at a new location and this new location would not hinder your business operations you would identify ´rents´ as one factor.

(Rank 1, 2, 3)

a) capital investment ( )
b) room for expansion ( )
c) suitable building ( )
d) rent (land costs) ( )
e) zoning and building regulations ( )
f) unloading facilities ( )
g) access to suppliers ( )
h) access to market ( )
i) access to labour ( )
k) attitude of nearby residents ( )
l) employee parking ( )
m) access to public transit for employees ( )
n) city services ( )
o) other ( )
Specify__________________

☐ 22
☐ 23
☐ 24

23. Would the movement of any firms (including your own branches) away from the City of Toronto make it necessary for you also to consider moving?

no ( ) 1
yes ( ) 2
no response ( ) R

☐ 25

(IF ANSWER IS "YES", PLEASE EXPLAIN)

EXPLANATION__________________________________

__________________________________________

__________________________________________

__________________________________________

## D. TRANSPORTATION

Next I would like to ask you a few details about transportation and deliveries of goods.

24. Approximately what percentage of your supplies are delivered to your firm?

a) By road only______% ☐☐☐ 26 27 28

b) From a Toronto rail terminal or rail siding__________% ☐☐☐ 29 30 31

c) From the the Toronto Docks________% ☐☐☐ 32 33 34

d) From Toronto International Airport_________% ☐☐☐ 35 36 37

25 Approximately what percentage of your products or goods are distributed.

a) By road only_______% ☐☐☐ 38 39 40

b) From a Toronto Rail Terminal or rail siding_________% ☐☐☐ 41 42 43

c) From the Toronto Docks______% ☐☐☐ 44 45 46

d) From the Toronto International Airport________% ☐☐☐ 47 48 49

26. On average how many trucks deliver to and from your site in a week in the following categories....

a) pick-ups and light vans: Number_________ ☐☐☐☐ 50 51 52 53

b) tractor-trailors: Number________ ☐☐☐☐ 54 55 56 57

c) other trucks: Number____________ ☐☐☐☐ 58 59 60 61

27. Do trucks visiting your premises encounter any of the following problems:

(IF ANSWER IS "YES", ASK FOR EXPLANATION)

a) Gaining access to and from your site?

EXPLANATION:______________________no ( ) 1

__________________________________yes ( ) 2 ☐ 62

__________________________no response ( ) R

b) Loading/Unloading?

EXPLANATION:______________________no ( ) 1

__________________________________yes ( ) 2 ☐ 63

__________________________no response ( ) R

c) Parking?

EXPLANATION______________________no ( ) 1

__________________________________yes ( ) 2 ☐ 64

__________________________no response ( ) R

d) Other

EXPLANATION:______________________no ( ) 1

__________________________________yes ( ) 2 ☐ 65

28. How many off-street spaces for employee and visitor car-parking do you provide?

Number of spaces__________ ☐☐☐☐ 66 67 68 69

## E. PROBLEMS

29. What are the most important problems affecting your firm's operation on your present site?

none ( ) 1
disreputable area ( ) 2
insufficient public transit ( ) 3
inadequate labour supply ( ) 4
insufficient parking ( ) 5
(Rank 1, 2, 3) trucking problem ( ) 6
high rent ( ) 7
repair of premises ( ) 8
no room for expansion ( ) 9
land use uncertainty ( ) 10
Specify__________________ other ( ) 11
no response ( ) R

☐☐ 70 71
☐☐ 72 73
☐☐ 74 75

30. If your plant were to close due to business failure which of the following factors would be the predominant reasons for plant closure.

insufficient capital ( ) 1
high debt servicing costs ( ) 2
competition from domestic firms ( ) 3
competition from foreign firms ( ) 4
limited prospects for retention or expansion of your markets ( ) 5
high tariff barriers for your products ( ) 6
high tariff barriers for your productive input ( ) 7
high labour costs ( ) 8
high costs of updating plant machinery and equipment ( ) 9
other ( ) 10

☐☐ 76 77
☐☐ 78 79

Specify__________________

Finally, a few questions on your firm's future intentions.

31. Do you own or rent your premises in the South Riverdale area?

own ( ) 1
rent ( ) 2
Other:________ other ( ) 3

☐ 80

(If answer is 'own' go to question No. 34.)

32. What is your annual rent per square foot? (inclusive of taxes, utilities, fees)

Rent per
Square foot______________

33. Assuming you were to rent additional or new space, approximately what would be the maximum you would be prepared to pay per annum per square foot?

Rent per
Square foot______________

34. Do you anticipate an increase or decrease in your labour force requirements over the next 5 years?

decrease ( ) 1
no change ( ) 2
increase ( ) 3
no response ( ) R

(IF ANSWER IS "INCREASE" OR "DECREASE" ASK FOLLOWING QUESTION)

35. Approximately how many employees would this involve?

Number of decrease____________

OR

Number of increase____________

36. Do you anticipate an increase or decrease in your gross floor area requirements over the next 5 years?

increase ( ) 1
decrease ( ) 2
no change ( ) 3
no response ( ) R

☐☐☐ 1 2 3

☐ 4

☐☐☐☐☐☐ 5 6 7 8 9 10

☐☐☐☐☐☐ 11 12 13 14 15 16

☐ 17

☐☐☐☐ 18 19 20 21

☐☐☐☐ 22 23 24 25

☐ 26

(IF ANSWER IS "INCREASE OR DECREASE", ASK FOLLOWING QUESTION)

37. Approximately what amount of gross floor area would be involved?

Decreased requirement______________sq. ft. ☐☐☐☐☐☐ 27 28 29 30 31 32

OR

Increased requirement______________sq. ft. ☐☐☐☐☐☐ 33 34 35 36 37 38

38. Within the next five years do you have any plans for:

a) retaining your site but expanding elsewhere?

no ( ) 1
yes ( ) 2
no response ( ) R
☐ 39

b) moving your entire firm to another site?

no ( ) 1
yes ( ) 2
no response ( ) R
☐ 40

c) expanding on your present site?

no ( ) 1
yes ( ) 2
no response ( ) R
☐ 41

d) reducing operations on your present site?

no ( ) 1
yes ( ) 2
no response ( ) R
☐ 42

e) closing down

no ( ) 1
yes ( ) 2
no response ( ) R
☐ 43

f) modernizing your existing facility

no ( ) 1
yes ( ) 2
no response ( ) R
☐ 44

39. If you were moving entirely or expanding, would it be to:

a) another site in the South Riverdale area?

no ( ) 1
yes ( ) 2
no response ( ) R

☐
45

b) another part of the city?

no ( ) 1
yes ( ) 2
no response ( ) R

☐
46

c) within Metro Toronto?

no ( ) 1
yes ( ) 2
no response ( ) R

☐
47

d) outside of metro Toronto

no ( ) 1
yes ( ) 2
no response ( ) R

☐
48

ENDING TIME OF INTERVIEW ☐☐☐☐
49 50 51 52